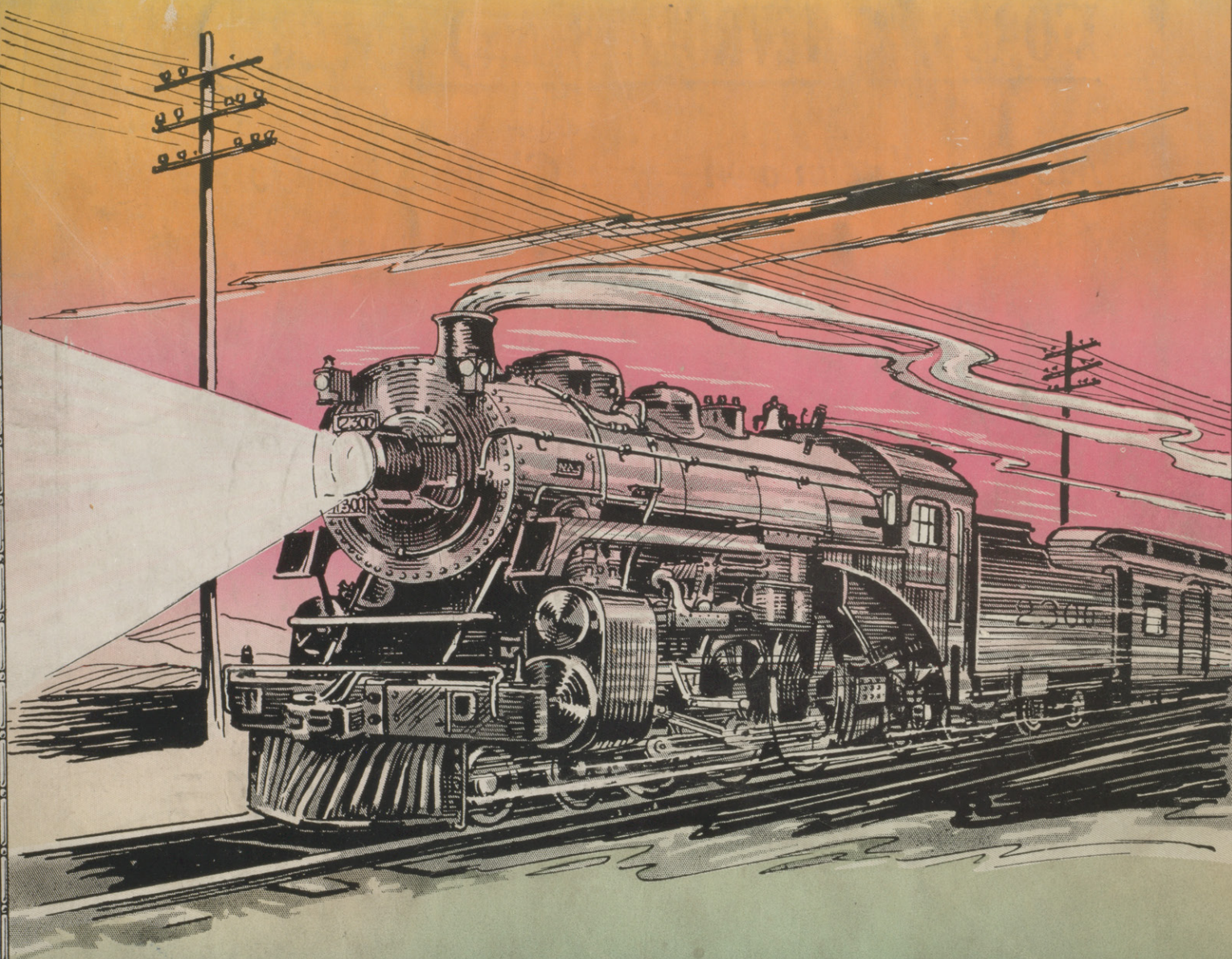


# CANADIAN RAILROADER

folio  
AP5  
C356x



Convention Number  
———— June, 1922 ————

VOL. 6, NO. 4

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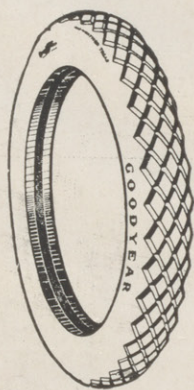
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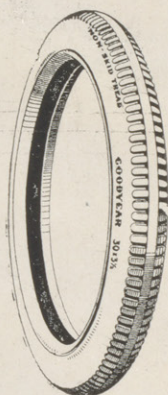


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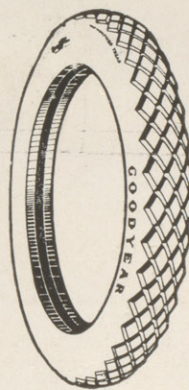


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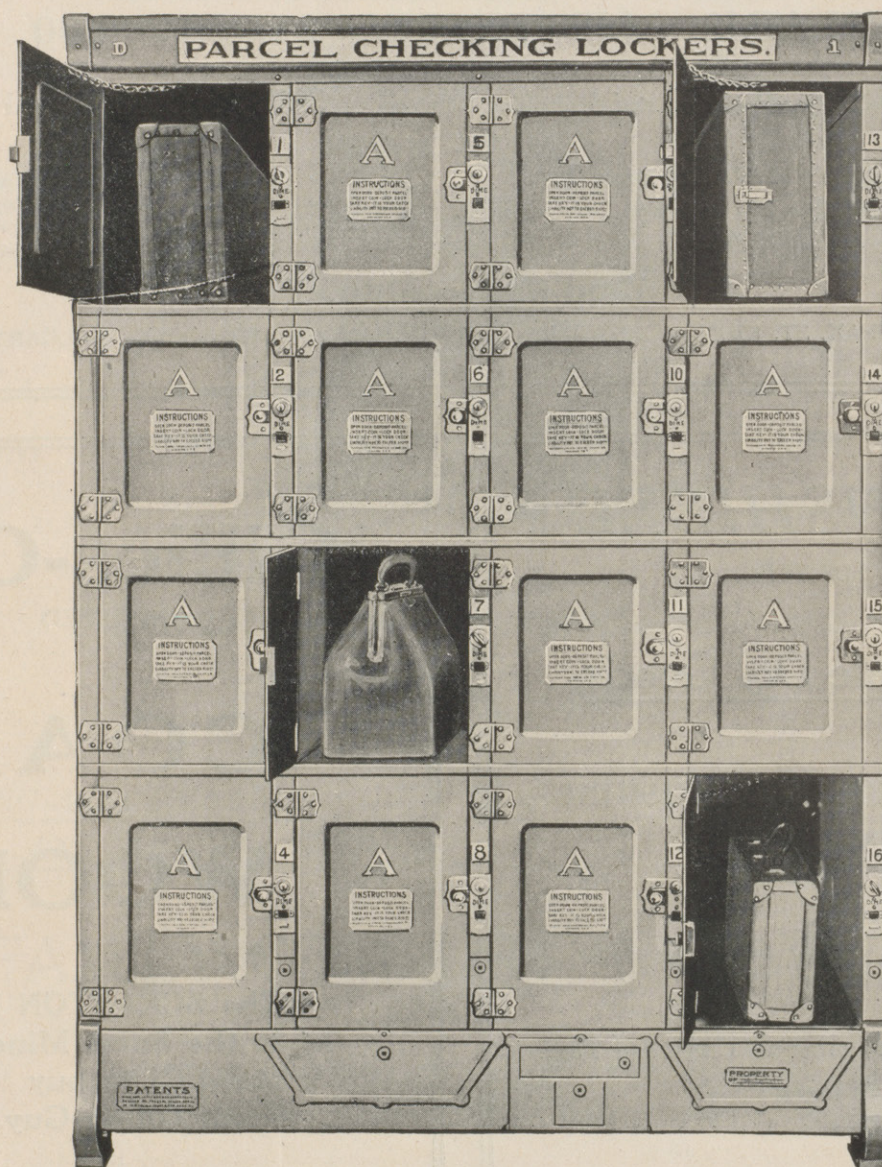
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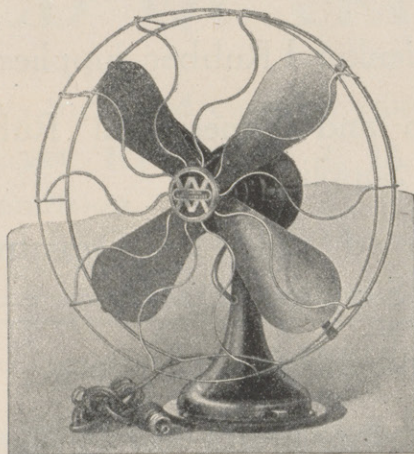
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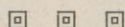
## Labor on Better Footing, says Lord Byng



Labor is on a better footing since the war, said Lord Byng, Governor-General, at the Third Triennial Convention of the Brotherhood of Railroad Trainmen at Toronto on May 22. He advocated "emotional pressure" for the achievement of just results.



# CANADIAN RAILROADER



This Magazine is specially devoted to Canadian railroadmen who are Engineers, Conductors, Firemen, Switchmen and Brakemen, Maintenance of Way Men and Telegraphers.

It also circulates amongst those in many other walks of life. Twenty-five cents a copy; one dollar a year

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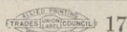
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17

No. 4

JUNE, NINETEEN HUNDRED AND TWENTY-TWO

VOL. VI



## A GREAT CONVENTION

THE Third Triennial Convention of the Brotherhood of Railroad Trainmen was held in Toronto from May 9th to June 7th. Nine hundred and fifty delegates, and 27 Grand Lodge Officers attended, representing nearly 200,000 members of the organization, and friends of delegates and other visitors swelled the attendances at Massey Hall. Mayor Maguire of Toronto welcomed the Convention in the name of the city, Lord Byng gave an address which "brought down the house," although most of the delegates were American citizens, and Hon. Ben Hooper, chairman U.S. Railway Board, gave a reasoning and constructive address on the relation of the Board to railroad managements and railroad labor organizations. Other noted visitors also addressed the gathering.

Speeches of officers and other representatives of the Brotherhood were of statesmanlike quality, and, indeed, for finished oratory and skilled presentation of case, these speakers up from the ranks of labor easily equalled,

if they did not outrival, the oratory and argument of Parliament in session.

The Convention was the second to be held in Toronto, the last one in that city being held 25 years ago.

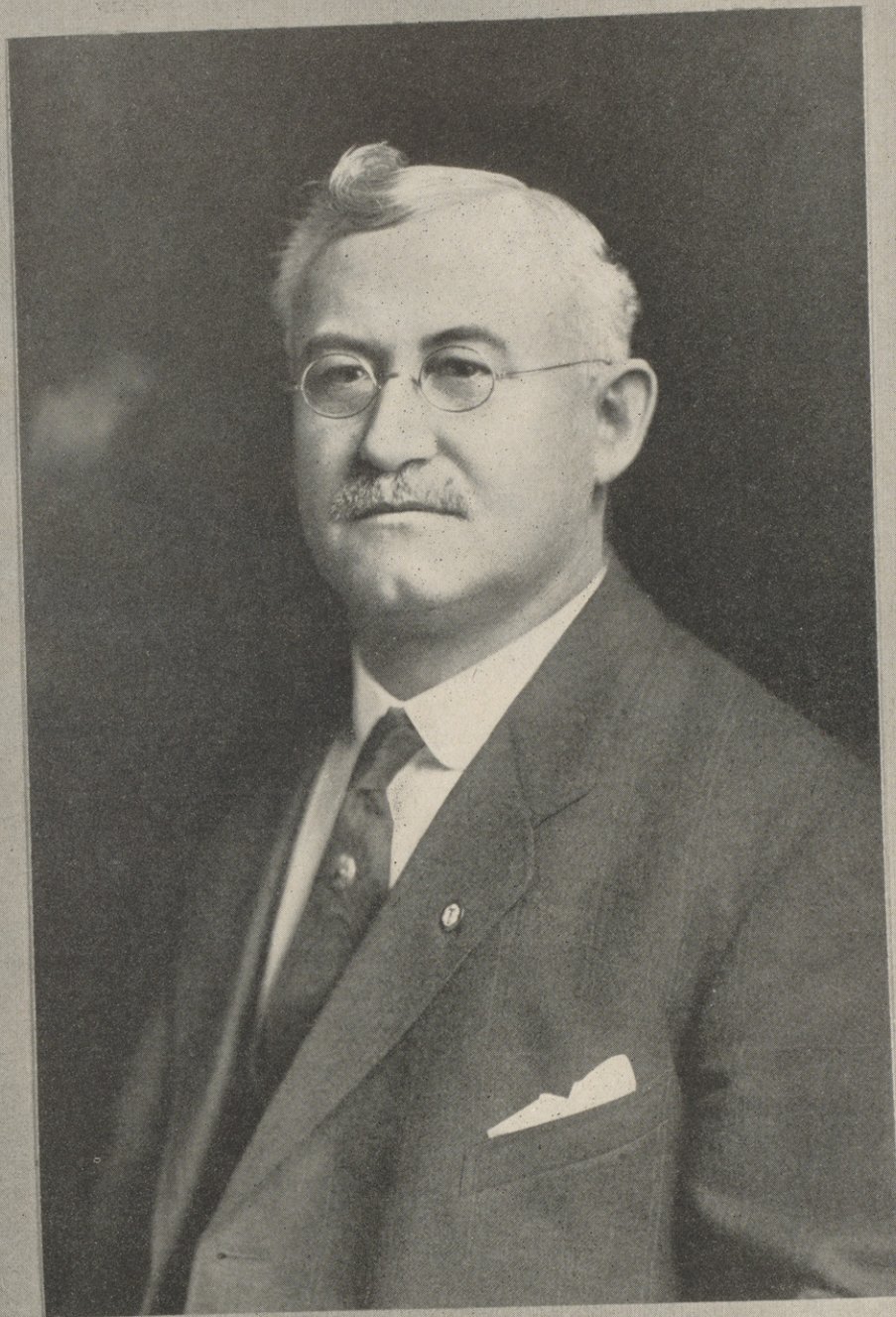
Visitors were impressed by the magnitude of the operations of the Brotherhood, reaching into the homes of close on 200,000 persons in all parts of the American Continent, and performing great duties in the economic and benevolent fields.

Some of the speeches of the Convention will be found reported on other pages, together with a number of photographs of Brotherhood officers and of others who helped to make the Convention the great success it was.

Our congratulations are extended to President Wm. G. Lee and other officers who were the choice of the Convention. If they direct the welfare of the organization in the future as in the past, there is no fear of its continued progress despite the difficulties which loom up from time to time.



## President for 22 Years



*Fraturnally. W. G. Lee.*

W. G. LEE.

Grand President, Brotherhood of Railroad Trainmen, who presided at the Third Triennial Convention of the Brotherhood in Toronto in May, and who was re-elected to the Presidency. Mr. Lee has devoted practically the whole of his life-time to improving the conditions of railroaders on this continent. He has been President of the Brotherhood for 22 years.



## President W. G. Lee Opened Convention

**I**N opening the convention, President Lee said in review of the happenings to the organization in the past twenty-five years, since it met in the same city:

My Brothers, the Third Triennial Convention of the Brotherhood has been duly opened, and it may not be out of place at this time to review briefly and hurriedly something of the record or history of the organization since last it met. I think all labor organizations have been compelled to face during the past triennial period greater obstacles than ever before known to organized labor. I think, too, that organized labor has been tested as never before, and the fact that we have come through it in as good condition as we are to-day, numerically and financially, speaks volumes. The record made by this organization cannot be destroyed. The organization itself may be destroyed.

The record since we met in this city of Toronto twenty-five years ago can well be looked to with pride by all who hold membership in the Brotherhood. And to you, a very large majority, perhaps, who were not members of this organization in 1897 when we met and closed a convention in this city, it may be of interest to you to know that at that time we left Toronto with the war cry on the lips of all of us. "Let's go into the next convention with 25,000 members."

We are here to-day with approximately 175,000 members. We have lost approximately 27,000 members since April, 1920, when the unauthorized strike went into effect. When I say we have lost 27,000 members, I want you to give consideration to the fact that the strike of 1920 is not as much responsible for that loss as the business condition of the country. We have over the signature of the General Secretary and Treasurer of the Firemen's organization their record from April, 1920, to date, and it shows that a loss of 13% of their membership was sustained, while the Brotherhood shows a loss of about 14%. My opinion is that we have done splendidly to hold our own, because we know that there are perhaps thousands of members of this Brotherhood who are either working on short time to-day or who are not in railroad service at all. Still they are paying their dues; they are holding to the organization. If business conditions over this country would become normal we would, without question, go back to 200,000 members, the approximate membership on April 1st, 1920. At that time we were past 199,000 members. An unfortunate affair took place. The law of the organization now and then was the same. The policy of the organization then, now and for years prior to that time was the same. The organization's laws were enforced to the letter. It is my best judgment, and I have been told by a number of members of other organizations, to say nothing of business people in general, that the position taken by our organization during the unauthorized strike of 1920, is the thing that places it on a higher plane than it was ever on before.

It is absolutely necessary with any labor organization that expects to live and continue as an organi-

zation, to make good its word, to make good its contracts. If it does not do so its committees cannot hope to again make contracts with their employers.

\* \* \* \* \*

Let me say that there are three delegates in this convention who were delegates to the convention held in Toronto twenty-five years ago and who have weathered the storm for a quarter of a century. When we left Toronto after our prior convention here we had very little money in our treasury, in fact, we left that convention with only about thirty-seven thousand dollars in all of the funds of the Brotherhood and with a membership of less than twenty thousand, and we had debts in excess of one hundred and thirty-one thousand dollars to pay. Let us in the future conduct our organization along business lines, making good our word and our contracts always, and when you do, you will be as you are to-day—the peer of any labor organization, barring none. (Applause.)

In closing, I am going to repeat as near as I can what I said to the 1911 convention. My attention was called to it last night. A majority of those present are attending a convention for the first time. You are new delegates. You will hear all kinds of rumors. You will be on the ground probably but a few hours before you will form the conclusion that every Grand Lodge officer is going to be kicked out; "turn the rascals out," and all that. Such talk will always be indulged in. You will also be told that because you are a new delegate the old-timer will run away with the machine; that you won't get a chance to get up and talk; that the chairman won't recognize you. I want to say to you as your chief executive and as the chairman of this body that I will try, and those who are to follow me in presiding will try, to give every man, regardless of whether he is attending a convention for the first time or whether he has attended many conventions, the same square deal. You will understand, of course, that but one speaker can be recognized at a time and when forty delegates call for the floor at the same time and but one is recognized, the remaining thirty-nine will probably say things about the chairman that would not look good in print.

I am going to ask these Brothers behind me, the different vice-presidents and others, to assist me all they can in presiding. I am not quite as vigorous in that respect as when we met here a quarter of a century ago. At the same time I am going to be here watching what is going on and I will get into it as I have in the past if I think it necessary to do so. A member asked me at the hotel last night if I felt able to go through another good scrap. I said to him, "Start something, if you think I am not." I was also asked whether or not I would be a candidate for re-election. I replied to him that because of the many statements or threats circulated by the outlaws and others, to the effect that they intended to "turn my picture to the wall," I recalled my several years' residence in Missouri. They will have to show me!



Labor Minister's Daughter Presented Flag to Brotherhood of Railroad Trainmen



MISS ELENA MURDOCK

who presented a Canadian flag to the Brotherhood of Railroad Trainmen at the Third Triennial Convention in Toronto in May.

Miss Murdock is the daughter of Hon. James Murdock, Minister of Labor, who was the Canadian Vice-President of the Brotherhood prior to becoming a Cabinet Minister. In making the presentation, Miss Murdock, who is only sixteen years of age, made an excellent speech, which is reproduced on the opposite page.



## Presented Flag and Made Excellent Speech

ON May 10, Miss Elena Murdock, daughter of the Minister of Labor, presented a Canadian flag to the Brotherhood of Railroad Trainmen at the Third Triennial Convention, held in Toronto. Following is the text of Miss Murdock's presentation speech:

"The honor and privilege of presenting this flag to the grand lodge of the Brotherhood of Railroad Trainmen is most deeply appreciated.

"It waves over one-sixteenth of the land surface of the globe, over a rich and wonderful territory. A free and vigorous people loves, and when occasion requires, most stoutly defends the blended colors of this glorious emblem.

"Come with me in imagination on a little trip of some four thousand odd miles through the air—we can do that sort of thing you know in our day—let us make it a race against the sun—and I shall show you a country highly favored of God.

"We start from over the historic ruins of old Fort Louisburg, where in former times France and England in turn defended the one against the other the possession of a continent, and leaving behind us the broad blue waters of the Atlantic we glide over a series of mammoth steel and iron works, over limitless coal works, over the lovely hills and valleys of Cape Breton Island, glimpsing as we pass the glorious Bras d'Or Lakes, the "Arms of Gold." We cross the narrow strait of Canso, and soon, in pride and ecstasy of inheritance, view the Canadian Gibraltar, the fortified city of Halifax, which in all the course of history an enemy has not dared even to attack. And now we view the pastoral quiet of the Wentworth Valley, while Cape Blomidon and the Land of Evangeline, made immortal by Longfellow, are sighted in the distance.

"Keeping pace with old Sol we flit across or near to St. John, the chief city of New Brunswick. We pass the Miramichi Valley in all its piney grandeur and along the broad stretches of the great St. Lawrence river over and beyond the citadel city of Quebec near which upon the plains of Abraham died Wolfe, victorious, wherefore this continent from Florida to the Arctic is ruled by the Anglo-Saxon race. We sight and sense in our rush through space the industrial throb of Montreal and Toronto. We note, even from aloft, the architectural magnificence of the stately parliament buildings at Ottawa which stand like sentinels upon Capitol Hill. Ever westward in our flight we view the deep forests which line the Ottawa river, we note the populous towns, the happy villages, the comfortable homesteads of the freedom loving and attaining people who yield allegiance to this flag.

"And still we fly. Now we pass along the rugged rocky but withal magnificent shores of Lake Superior to Winnipeg, Canada's big city of the west. Then come the undulating prairies of the great northwest, with their golden waves of wheat, their vast cattle ranches, their populous cities, their thriving towns. Next come the frowning heights of the snow-capped Rocky Mountains, too awesome to

describe but of surpassing grandeur and appeal. We dash through the canyons of the Kicking Horse Pass and along the valley of the Illecillewaet until with evening approaching we reach Vancouver and view the broad bosom of the Pacific with its ever-changing never changed, ebb and flow.

"We have travelled from sunrise to sunset in imagination, four thousand miles or more. Who dare say that some day this may not be done in fact? We have journeyed across a country of which it has been said:

There's a land so vast that its farthest shores  
Are washed by oceans three,  
The Atlantic, Arctic and Pacific,  
And many an inland sea;  
And there's room enough on its fertile shores  
For the people of all the earth;  
And the name of that land is Canada,  
The land that gave me birth.

"As I stand with this flag in hand there comes to my mind a deeply solemn thought. Within the short span of four years, of the eight million people of whose nationhood it is the symbol, fifty-five thousand died for it, two hundred thousand bled for it, six hundred thousand fought for it. But these impressive figures do not tell the whole tale of Canada's heroism. May a Canadian girl be permitted to say that back of the hosts of Canada's manhood stood an even greater host of Canada's womanhood—mothers, wives and sisters—who, if it had been possible, would in defence of their loved ones have reared against the guns and bayonets of the enemy a solid wall of women's hearts. So reverence this flag for what it represents. It has been made worthy. It has been certified by the death and agony of many.

"This flag—my flag—has, since first it was designed, flown on the northern side of an international boundary line four thousand miles long, while to the south has flown another—yours. For more than one hundred years, as between the people of the north and the people of the south of this continent, no fort, no gun, no soldier has been found necessary to maintain peace or right. It can never be otherwise. Recently the glorious manhood of both peoples, allied in war, has, for the upholding of the same just cause, shed its blood in unison. Memories of this fact and of the sacrifices mutually undergone have welded these peoples indissolubly together.

"Long, then, may this flag float over the heads of the Canadian people. Long may these two nations dwell in happy harmony on this North American Continent."

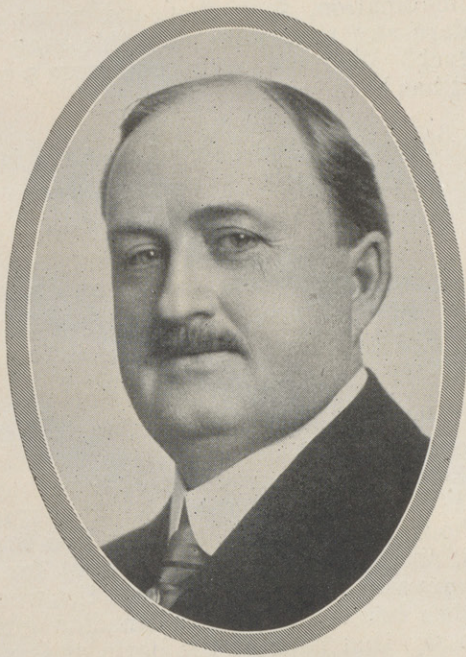
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Nearly every man is a firm believer in heredity until his son makes a fool of himself.—Maryville Democrat Forum.



## Figures Showing the Magnitude and Variety of Work of Brotherhood of Railroad Trainmen

The following figures, specially compiled for the Railroader by A. E. King, General Secretary and Treasurer, Brotherhood of Railroad Trainmen, show in graphic form that of the securities owned by the organization, the per capita amount is higher in Canada than in the United States. The other figures are also illuminating as to the amount of benevolent work accomplished by the Brotherhood:



A. E. KING,  
General Secretary and Treasurer, Brotherhood of  
Railroad Trainmen.

### SECURITIES OWNED BY BROTHERHOOD

U.S. Bonds.....	\$3,783,764.30
Canada.....	1,396,599.99
Total.....	\$5,153,364.29
Per Capita U.S.....	\$22.59 per member
“ “ Canada.....	93.55 “ “

### CLAIMS PAID IN 1921

UNITED STATES			Membership	
Death....	1077 claims	Amount.....	\$1,596,192.53	163,233
Disability..	599 “		918,330.96	
Total..	1676 “	Total Amt...	\$2,514,523.49	

CANADA			Membership	
Death....	74 claims	Amount... ..	\$111,733.33	14,668
Disability..	34 “		50,800.00	
	108 “		\$162,533.33	

### OVER 40,000 CLAIMS

Up to December 31, 1921, the Brotherhood has paid 40,398 claims amounting to.....	\$52,668,474.41
Since 1895, it has paid 7,187 benevolent claims, amounting to.....	\$9,760,200.00
in U.S. and Canada	
Since 1913 it has paid 99 seventy-year claims, amounting to.....	\$152,000.00
in U.S. and Canada.	

### INFLUENZA CLAIMS

From September, 1918 to December 31, 1920, it has paid the following claims on account of influenza epidemic.

	Claims	Amount
U.S.....	1526	\$2,279,600
Canada.....	119	171,600
	1645	\$2,451,200

### WAR CLAIMS PAID

	Death	Dis.	
U.S.....	344	39	\$558,250
Canada.....	162	31	272,350
	506	70	\$830,600

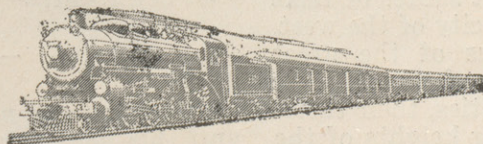
### DEATH AND DISABILITY PERCENTAGE

#### TOTAL WAR ENLISTMENT AND PER CENT. OF DEATHS AND DISABILITIES AS AGAINST ENLISTMENT OF EACH COUNTRY

U.S. Enlistment.....	14,819	
U.S. Deaths.....	344	2 3/10%
U.S. Disabilities.....	39	2/10%
Canada Enlistment.....	1,393	
Canada Deaths.....	162	12%
Canada Disabilities.....	31	2%
Total Enlistment, U.S. and Canada.....	16,212	
Total Deaths, U.S. and Canada.....	506	3 9/10%
Total Disabilities, U.S. and Canada.....	70	4/10%

### OUTSTANDING INSURANCE

Outstanding Insurance, January 1, 1922.....	\$246,448,600
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## Speech of Hon. Ben. W. Hooper, Chairman of the U.S. Railway Labor Board

Following is the speech of the Hon. Ben. W. Hooper, Chairman of the United States Railroad Labor Board, before the Toronto convention of the Brotherhood of Railroad Trainmen on the afternoon of May 10th:

It is the smallest part of my purpose here to-day to make a speech. The interesting pleasure of looking over the leadership of this great organization and of getting in closer touch with a large segment of the forces with which the Railroad Labor Board has to deal, furnishes the motive for my presence on this occasion.

Really, I did have some curiosity to see you fellows when you were all in good humor. Generally, the only opportunities I have had to see your representatives, is when they have been before the Railroad Labor Board in the consideration of pending disputes, and, it goes without saying that generally when I have seen you, you have been eating raw beef, very freely sprinkled over with cayenne pepper and horse radish, but to-day, I take it, you are all in good humor. You are here with each other, and certainly you must be in good humor with the membership of your own organization.

The last time I saw any considerable number of your leaders was on a certain historic occasion last October. The industrial sky was then somewhat overcast and lowering, but now I can discern nothing but the fleeting mist of the dawning day of rejuvenant prosperity.

### Equitable Solutions

I would not have you understand that I am so obsessed with unrestrained optimism that I do not expect the continued recurrence of grave and difficult problems for both management and men in the operation of the railroads. I do expect, however, that the combined common sense and justice of all concerned will find means for the equitable solution of every problem affecting the relations of the carriers and their employees.

That may sound too optimistic to you and yet I am saying that it is my deliberate opinion on this subject. I hold to the view that 99 times out of a hundred any controversy that may arise between a carrier and its employees can be peaceably and justly settled without engaging in industrial warfare. Granting that there might be some possible exceptions to that rule, as there are to all human rules, still I lay it down as a general proposition that 99 times out of a hundred controversies of that character can be, and ought to be, amicably adjusted, not only in the interest of the two parties directly concerned, but in the interest of the great public, to whom both parties owe a public duty and obligation.

After serving a year on the Railroad Labor Board, I am increasingly impressed with the dominant importance of the human element in all labor controversies. In these contests I do not see a conflict between capital and labor, between money and men. I see a conflict between men and men, between self and self.

### The Innocuous Dollar

The dollar is intrinsically a very impersonal thing. It is, however, the concrete, tangible result of the sweat of some man's brow, the ingenuity of some man's brain, or the skill of some man's hand. There is nothing inherently sinister or benign about a dollar. It is as innocuous as it was when it lay in the bowels of the earth, a dull, crude clod of virgin ore. It is only when mani-

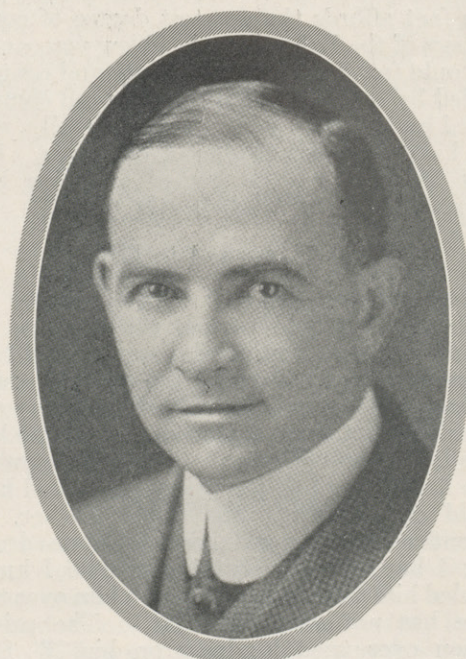
pulated by a man that it becomes pregnant with good or evil.

There can, in reality, be no such thing as a conflict between capital and labor. As a matter of fact, capital, after all, is only the accumulated result of labor. The capital of to-day is the labor of yesterday, some man's labor, either of mind or muscle. There may be a controversy between the man who furnishes the labor of yesterday and the man who contributes the labor of to-day. This is merely a contest between man and man.

As I sit upon the Railroad Labor Board, I see before me men—men animated by the selfish instincts of human nature. On the one hand are the men who represent the owners of the labor of yesterday, now typified by dollars, trackage, rolling stock and general equipment. On the other hand are the representatives of the living, pulsating labor of to-day. Both are essential to the efficient operation of the railroads. The question involved in their disputes is always the same, the old question of "mine and thine." The first pronoun a child learns to gurgle is "my," and its first exercise of volition is to reach out and snatch something from the hands of its brother. There are misguided people in the world to-day who think that this primordial instinct of self aggrandizement can be forcibly eradicated from the human heart. Why, my friends, ten million years from to-day the babes in the cradles will still be snatching rubber balls and toy ballons from the unwilling hands of small sisters, and the union man will still be insisting on his rights of seniority regardless of who gets "bumped." This instinct of self aggrandizement can never be eradicated from human nature, and it ought not to be, even if such a thing were possible, because it would stop the progress of the world.

### Sense of Brotherhood

The only thing for which we can reasonably hope is that, as the years go by, the beneficent spirit of Christianity will soften the hearts of men into a finer and deeper



J. A. FARQUHARSON,  
Vice-President B. of R. T.





W. N. DOAK,  
Vice-President B. of R. T.

sense of brotherhood. The aspiration of individualism, so indispensable to human progress, will be co-ordinated with an enlightened altruism that will not permit the ruthless destruction of a weaker or less fortunate brother.

I did not have to serve on the Labor Board very long before I learned that neither party to the disputes that come there is invariably and everlastingly right. First one of them is right and then the other. Most of the time both are sincere, but, occasionally, I fear, each tries to overreach the other and get more than his just deserts. That is only human.

There is only one thing upon which the railroads and the employes always agree, and that is in cussin' the Labor Board. Really, as a matter of fact they do not exactly agree on that; they alternate like a stage chorus, one side cussin' at a time. Occasionally, they all break loose at the same time, soprano, alto, tenor and bass, and believe me, they have some Carusos on both sides, but when you come to think about it in the proper way, that very fact affords the greatest degree of comfort to the members of the Labor Board. Now you can imagine how we would feel if we were uniformly and continuously commended by one side and uniformly and continuously condemned by the other side. Very naturally, we would begin to have some suspicions of ourselves. I do not anticipate there is any danger of anything like that happening, judging the future by the past.

#### What Happened to Mike

I believe we are very much in the same position towards both the employes and the carriers, and the general public as well, as an Irishman was that I heard of recently who had been drinking too much of this moonshine booze, with its poisonous qualities, and who had finally reached that stage of debauchery where he would stay out all, or nearly all, night. This greatly worried his wife, who finally went to the priest and asked him what she should do about it. She said: "Father, Mike is staying out all night, and coming home drunk and abusive. I have tried everything on him I know of; I have mauled him around and crowned him over the head, but Mike has not changed a bit." The priest said, "Have you ever tried kindness on him?" She said, "No, I have not, Father." She was then advised to try

that and see what effect it had. Not long after, on a dark, stormy, winter night, Mike stayed out again. Along about midnight it occurred to her that she would obey the injunction of the priest. She fixed up her hair and put on her best dress, one she had not had on for a long time. She put the house in order and prepared some hot coffee.

Along about two o'clock Mike came lumbering up the front steps in his usual condition. She greeted him at the door with a kiss, put her arm around him and said, "Mike, it is such a pity for you to be out on such a night as this; oh, I am so glad to see you in." She put Mike in a chair by the fire and said, "Let me bring you your slippers." By that time Mike was looking at her with blinking, unbelieving eyes. She went on, paying no attention to his astonishment and said, "Now, let's have a good cup of coffee; let's take off those shoes and those wet clothes and put them by the fire." He submitted to all that, but never stopped looking at her in bewilderment. The more she did for him the more he was astonished. He pinched himself to see if it was really Mike who was receiving this unusual attention. After he had warmed himself thoroughly, she said, "Now, Mike, don't you think we might as well go to bed?" Then he said, "Well, we might as well, because I will catch hell when I get home, anyhow."

So my friends, it matters but little what the Railroad Labor Board may do, it will catch just what Mike caught, anyway.

#### No Bias, He Claimed

When I became a member of that board, if you will pardon this personal reference, I went on there with the oath of office on my lips and with one fixed purpose in my heart, and that was so to conduct myself in the deliberations of that board, and in its action upon the questions submitted to it, that neither side could ever lay any claim to my vote, and I do not mean, as long as I remain there, that either the carriers, upon the one hand, or the employees on the other, shall ever be able to say in advance that, on account of the bias of the man, he will cast his vote in a certain way. I am willing that they may speculate that I may do a certain thing, on account of the inherent justice of a given proposition, not on



A. F. WHITNEY,  
Vice-President B. of R. T.



account of any bias I may have as a member of the board.

Sometimes some men are very suspicious of everybody who occupies a public position. The President, no doubt, has occasionally been criticized for some of his appointments to the Labor Board. I wonder if, in view of the appointments made by President Harding the other day, he will be criticized for that, when he retained three of the men who had been previously, in the first instance, appointed by President Wilson. I wonder if those appointments will be considered fair ones. Two of the chief executives of the train and engine service brotherhoods said to me recently that the reappointment of those three men by the President did more to strengthen their confidence in the administration and in the board than any one thing that could happen; that the President did not mean to make a political board of the Railroad Labor Board, but that he meant to keep it free of political consideration and to constitute it, so far as it lay in his power, a judicial tribunal under no political obligations to anybody—only under obligations to discharge the duties imposed upon them by the Transportation Act and the general laws of the land.

### Raps From Both Parties

Sometimes I get very much interested in reading the literature that is sent out by the respective parties to these Railroad Labor Board controversies. You generally, each and every one of you, read it. As the leaders of your organization it is your duty to keep up with those things, and I know you do keep up with them. Of course you read your own journal, as you read the periodicals published by the other brotherhoods and the other labor organizations, and those representing labor in general. On the other hand, you doubtless read the papers which are sponsored, and, in some instances, published by the carriers, or by the interests immediately under their control. I say you read both sides. I want to impress upon your minds one fact, which you doubtless have already noted. In one instance a periodical representing the labor interests will criticize the board severely and say it seems to be under the influence or control of the railroads. And in the next issue of the Railway Review, at Chicago, which is particularly



VAL FITZPATRICK,  
Vice-President B. of R. T.



T. R. DODGE,  
Assistant President B. of R. T.

poisoned against the board, you will read (what you read, I think week before last), that the Railroad Labor Board, or the public group of it (I think it was so limited), has become so thoroughly permeated with favoritism to the labor organizations that the leaders of the brotherhoods and the various labor unions of the railroad employment swarm around the public members of the board just like flies around a dish of honey. Do you remember reading that in the Railway Review?

### Trying to be Just

Now, I mention that only for one purpose. Not that any of those things move me. I mention them for the purpose of reinforcing the thought that I have already uttered to you—that it is absolutely impossible for a board of that character, dealing with controversies of this nature, influencing and affecting millions of men directly and one hundred and ten million people indirectly, so to conduct itself as to escape criticism from both sides. We do not expect to do it, and, frankly, we are not trying to do it, because if we were we would not be trying to do justice in the administration of the law that is entrusted to us.

It is well for you to think of those things. And I want to make another suggestion. I do not do it in any offensive sense, I am just talking frankly—I never knew any other way to talk. I am a good deal like a friend of mine down in Tennessee by the name of Jeff McCarn. Jeff was a great public speaker, and I used to hear him say: "Now, gentlemen, I want you to understand what I am saying. Where I am talking I do not want to see a fellow nudge the man next to him and say, 'What in the hell is he talking about?'" I like to be understood and not misconstrued. That is one reason why I am here today. We can understand each other a whole lot better by seeing each other face to face.

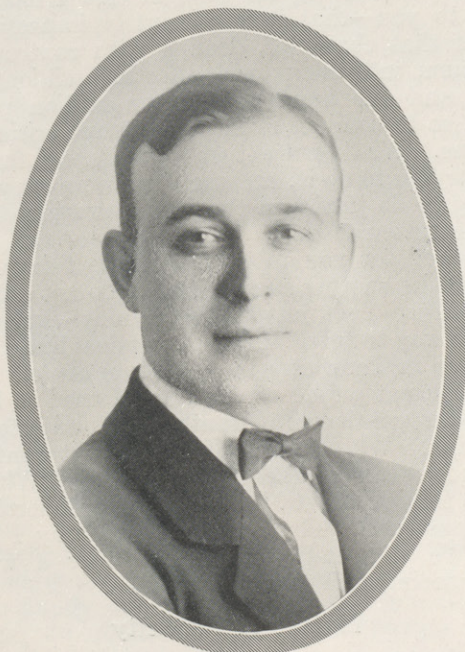
### Matter of Publicity

Now, back to the point, the matter of publicity. Our board has suffered a great deal in that particular. The prevailing opinion is that our board has no power to enforce its decisions, save such power as may lie in public opinion. Well now, public opinion is something that can be easily misled and malformed, and I do not believe





W. J. BABE,  
Canadian Vice-President B. of R. T.



W. J. GOODFELLOW,  
Canadian Member, Board of Appeals, B. of R. T.

anybody has more justly complained about that very fact than the labor organizations of this country. How many times have I, in private conversation with the representatives of your organizations, heard the statement made that you do not get a square deal from the public press?

Now, perhaps those criticisms are not always just, and yet I fear that in many instances they are just. Your viewpoint is not always clearly set forth to the general newspaper reading public. Well, did you ever think about this—that if you have really suffered in that particular, how extremely important it is that you should see that your own publications are not committing a similar mistake?

Let your organization publication and your organization leadership deal frankly and fairly and openly with the membership, the rank and file of your brotherhood. I am not saying that you have not done it, because I am not at all familiar with the publication that you issue. I have only recently been receiving it and have hastily read it, along with all the others, the best I could, with the work that has been piled up on the board.

But I have noticed from time to time that some of the labor publications are committing just about the same offence against the Labor Board that is committed against you gentlemen, and the Labor Board as well, by the general press of the country. Now, on behalf of the Labor Board, I am asking that you, as men who deal with the board, and men who are leaders of a great organization, see that the Labor Board gets one thing and nothing more—and that is all it wants—and that is an absolutely square deal. Let your membership know what the board has really done.

#### Go to Official Record

Now, I understand that I have been quoted here on the floor of this convention today as having said in a speech in New York last winter, some time in January, I believe, that I was in favor of an industrial court—that speech having been made before the Civic Federation, and the quotation from the newspaper to substantiate that statement being, I believe, from some labor publication in Washington city. I mention that merely as an example of how a man can be misquoted, misconstrued and misunderstood—and that in a quarter where he ought not to be misquoted. I invite the gentleman who made that statement not to go to any paper he may have read that statement in, but to go to the official record of the proceedings of that Civic Federation meeting and see whether or not the matter of an industrial court was even remotely referred to in the address that I delivered on that occasion. It was not even mentioned. (Applause).

On that occasion I was not discussing industrial courts, and I have been right careful since I have been on the Railroad Labor Board not to discuss any matter in any way that affects other branches of labor and other organizations outside of railway employment circles. What I said on that occasion I do not mind repeating here, because it was said there in the presence of presidents of railroads and in the presence of very few representatives of labor, as I now recall. I said that I believed that the Railroad Labor Board should have the power to enforce its decisions. That has always been my private opinion on that subject, somewhat publicly expressed on many occasions. And I said, furthermore, that the reason why the board, at this time particularly, needed that power, was not on account of violations of its decisions by the labor organizations, or their memberships, but on account of the multitudinous ways that the railroads



themselves have found to violate decisions of the board. (Applause).

### Only One Violation

And on that occasion I made this further statement—that, to my knowledge, a decision of the Labor Board had been violated in only one instance of the hundreds of cases that have been disposed of by the board, by a labor organization, and that only for a very few days, and it was quickly over and disposed of, but that in many instances the decisions of the board had been violated by the carriers. I further stated that it is a fact that the violations of the board's decisions had, as a rule—not always, but as a rule—been committed by the smaller and less important carriers of the country. Now, that is a fact, as you gentlemen know. A great many of the smaller railroads in our country, relying upon their littleness, their smallness from a financial and mileage standpoint, and in the number of employees affected, have gone further in violating the decisions of the board than the great carriers of the country have. Now, as a rule, the great carriers of the country have, in a large measure, attempted to go along with the decisions of the board, and where they have not done so, the board has gone to the limit of its power in requiring them to abide by its decisions.

The Board only yesterday rendered a decision, which will be out within a few days, the most important decision rendered by the Railroad Labor Board since it has been in existence, a decision going to the very vitals of the Transportation Act and of the rights of the employees.

### Fully Recognized

I do not think, gentlemen, that there is any member of the Railroad Labor Board who does not fully recognize the right of labor to organize, to bargain collectively and to function as an organization, and during the last year, the only year that I have been a member of the board, no case has arisen, or been submitted to the board, involving the right of any class of the railway employees to organize and to function as an organization, that has not been decided in favor of the men, and those decisions, based upon the broad principles set out in the Transportation Act and the decisions of the courts of the country at large, recognize the right of men engaged in any class or character of labor to organize in the interest of their membership and for the purpose of collective bargaining and the carrying out of other action necessary to the wellbeing of their membership.

Last December, in New York City, at the Railroad Club banquet, where there were a large number of employees—perhaps some of you gentlemen were there—and a great many railway executives and other officials of the railways—present, I took occasion to say that it was time for employers of labor in our country to recognize the fact that in dealing with organized labor the question with which they have to deal is not how they may trample and destroy organization but how they may meet its just demands in a fair and conservative way. A man who is so blind to the signs of the times, a man who cannot recognize the fact that men in any walk of life or in any vocation have the natural, inherent right to organize—I say, a man who fails in this day and time to recognize that obvious fact has been industrially dead and buried for a quarter of a century. (Applause).

### Got a Square Deal

And I say that, gentlemen, representing, I believe, the masses of the public. Surely, I must say it that way because—making another personal reference—I never had anything to do with labor organizations until I came



GEORGE H. THOMAS,  
Secretary Board of Trustees B. of R. T.



JAMES CONLEY,  
Canadian Member Board of Trustees.



on the Labor Board, aside from the things referred to by the chief of your brotherhood. As Governor of Tennessee the only thing I had to do with labor organizations was in connection with matters of legislation, and the first organized labor that I ever dealt with was a delegation representing the train and engine service men, who came to me in regard to certain legislation. And they can testify today, if there be any of them here from Tennessee, that, in the treatment of matters of legislation applicable to the labor interests of that State, they got a square deal during the four years I was Governor of Tennessee. And yet that was only a small thing to influence the mind or the opinion of a man in regard to these great labor questions. I came on the Labor Board from a rural community, where organized labor is a rather scarce commodity, where it is a rare thing that you hear anything said about organized labor outside of the few larger towns and cities, and there are not many large cities in that part of the country. I rather think that if any man could have come on the Labor Board without having any ties or obligations of any sort to anybody, I should have been in that position.

#### Effective Service

Now, getting back to the subject in hand a little more closely, I want to say that your organization, and the other organizations of railway labor, ought to be well satisfied with at least one feature of the Transportation Act, even though you do not agree with it as a whole, and even though you did not approve of its enactment, and that is the fact that you were given genuine representation on the Labor Board, and the further fact that in the working out of the Act you have been given, and you now have, three strong men to represent you in the membership of that board, and your organization ought to be particularly proud of the very effective, energetic and indefatigable service that is being rendered to you and to other branches of railway labor by Mr. McMenimen, the direct representative of your organization. Mr. McMenimen has shown himself to be a rare man in the place he occupies; not a narrow man, always taking a biased view of the question presented to him.

Gentlemen, the narrow type of man on the Labor Board, either in the management group or in the labor group, has no influence with the public group on that board. If a member of the public group knows that a given member of either of the other groups always takes a biased view of controversies between the carrier and the employee, his opinion on any question is discounted, even before he gives expression to it, and it has no influence with the public group on the board.

#### Mistaken Policy

Right in this connection, may I venture to say, gentlemen, that I do not believe that a railroad labor organization can do itself a greater hurt than to become so engrossed in the pursuit of its own ends as to forget the rights of the carrier and ignore the interests of the public at large. May I venture to say that I believe that would be a very mistaken policy for any organization to adopt? I believe that the breadth of view which will get a labor organization further in the accomplishment of its purposes and in securing that to which it is entitled is the broad policy of contending for that to which you are actually entitled and no more, standing staunchly for the

true interests of your organization, but at the same time taking the broad view of a good American citizen of the interests of the public at large.

In that connection, I am going to say another thing. I know from contact with the public and with all elements of it during the last year, that the chief of your organization commands an enviable degree of public confidence and respect from coast to coast of the United States and the Dominion of Canada. (Applause). It is not amiss for me on this occasion, or any occasion, although it may bring the blush of modesty to his bronzed cheeks—it is not amiss for me to pay tribute to his honesty, to his open sincerity, to his unflinching courage and the lofty patriotism of old Bill Lee. (Applause). And, gentlemen, in my view of the matter, I would rather say that now than to wait until some future time and say it in the dull, cold ear of death. Men of his sort are what give strength and power and momentum to the movement and the progress of organized labor in the United States of America, and the Dominion of Canada, as well. (Applause). Not that I always like to see him coming down before the Railroad Labor Board; nothing like that. I cross-examined him three-quarters of an hour at the strike hearing last fall, and quit right where I commenced—without getting anything. (Laughter and applause). And yet he concealed no fact, but he just went right down the middle of the road and told exactly what had been done in connection with the whole transaction, giving his own view of it, and one that I was not able to shake him from. That was the first experience I ever had with him.

#### A Difficult Task

The task of the Railroad Labor Board is a difficult one, and without any feeling of self-praise I want to say to you gentlemen that the members of that board approach the questions that are submitted to it with an honest desire to do justice between man and man. They approach them without any long line of precedents to guide them. Members of the bench, judges of all the courts, have the advantage of tens of thousands of legal precedents for their guidance on every case that comes before them to be heard and disposed of. Not so with the Railroad Labor Board. It is practically placing us in an untrodden wilderness, and yet the board is daily handling questions which, in my opinion, are the very biggest questions which address themselves to any tribunal on this continent.

Now, in conclusion, let me say, my friends, that I believe none of us, either you or I, or any other, can make a greater mistake than to permit the well-being of the established institutions of this land to be at any time submerged in industrial antagonisms. In the last analysis of the matter, you know and I know that there can be no happiness and prosperity for labor unless there is beneath it and behind it a sound, stable and just government. I would not discourage the effort of any man, nor question the right of any organization to battle for the betterment of human conditions. I would only urge that the struggle be made within the limit of the constitution and the law that the ballot box be the ark of our covenant and that we all have a care that we lend no aid to those who would pull down upon our heads the temple of liberty.





## Lord Byng Says Labor In Improved Position

Lord Byng, Governor-General, addressed the Third Triennial Convention of the Brotherhood of Railroad Trainmen at Toronto, on May 22. He was received with a tremendous ovation, the thousand delegates and thousands of visitors rising to their feet and cheering.

Lord Byng said:—

Mr. Chairman and Gentlemen: I thank you sincerely and very, very honestly for that reception. That reception, I take it, to be rather two-fold. You have received me as the representative of King George V. As such, I will have the greatest pleasure in letting him know the cordial way you received me, his representative.

I have not come to say a word about my official position. I have come to try and talk to you, although I would much sooner listen to you; but I have come to say one or two words as an ordinary human being.

Gentlemen, I am very interested in your labors. For three years, that is, ever since the war, I was connected with the problem of labor in the old country. I don't pretend for one moment to understand its ramifications, its ideals and its difficulties, but I do understand some of them, and I did try to get down to absolute fundamentals with the men who, like yourselves, were working for the betterment of labor.

Now, I don't think, gentlemen, there is a man, who calls himself a man, who isn't out to get labor conditions better. I can't believe that such a person could exist. I think everybody realizes that labor, since the war, is on a different footing from what it was before the war, and, to my mind, it is on a much better footing than it ever was. Now, gentlemen, I want you to realize that point as fully as I do, and I want you, if you will, to realize that you and I see absolutely eye to eye over that fact. The only possible difference of opinion that we might have is how to achieve it. I want to achieve it every bit as much as you want to achieve it. I feel like you feel, that now is the time that labor should be contented, earnest and progressive. I feel that.

Now, there is only one point that I would like to bring to you, and that is, the whole question in the old country resolves itself into the one point—wages. Now, wages, whenever you tackle them, means that you rob Peter to pay Paul. Now, I fully agree with anybody who says there are a great number of Peters that ought to be robbed, but I am afraid there are only 10 per cent. of Peters and 90 per cent. of Pauls. We all think ourselves Pauls. We all think we ought to have something of Peter's, but when Peter is robbed I am afraid there is enough to satisfy all the Pauls.

So, gentlemen, it resolves itself into this—we must see both sides of it. There are, as you know, just as well as I do, always two sides to every single question. And when we see both sides, I think that word "moderation" and that word "compromise" come very forcibly to the front. I think myself that emotional energy, in a certain direction, is not very politic, but what I do think is politic is a constant pressure for what we consider right, a pressure pressed by everyone who has the question at

heart—pressed forward to the end of justice, which we consider to be just.

Therefore, I advocate very strongly the words "emotional energy." I advocate the word "pressure," and pressure, I think, means constitutional wants used in the right direction, in the right way, for the achievement of a great result.

That is my little message that I would like to lay before you. You have listened to me. I am a layman in that respect, but I am the most interested layman that can possibly be, because I do want to see your ideals put moderately, in a moderate way, with a moderate pressure, constantly renewed. I do want to see your ideals realized, as far as they can possibly be realized in this glorious community of human beings to which we belong. I thank you, gentlemen. (Prolonged cheers.)

President Lee said:—

May I say to His Excellency, that in this gathering are some men who served in France with the Eleventh United States Railway Regiment and who are known as "the Byng Boys." They distinguished themselves on November 20th and 30th, 1917, under General Byng, at the Battle of Cambria, and, in that Regiment, were a number who were decorated or highly commended by our honored guest, then General Byng. May I say further that, in my opinion, His Excellency cannot look into the faces of those before him and distinguish between the citizens who worship under the Union Jack and those who worship under the Stars and Stripes. They are all alike, even to their chairman, who has presided for the past two weeks and cannot pick out the Canadian delegates from those from the United States, but, I want to impress upon you, as the Governor-General of this great Dominion of Canada, that everyone of them is true and loyal to his colors; all of them are good citizens and they are interested, as you have indicated, first and above all, in making conditions better for those who toil by obtaining better wages and better working conditions. Surely, that is an honorable cause.

It may be of interest to you to know that in the three-year period since our last Convention closed, more than six thousand men, like you see before you, have been killed or totally disabled or paid their insurance by the Beneficiary Department of this organization. It may be of interest to know that all such payments have gone to help the widow, the orphan, and the maimed, and that such payments have been in excess of ten millions of dollars during the three-year period. This should outline to you something more, perhaps, of the work that this organization, known as a labor organization first, but doing a benevolent insurance business, is carrying on, looking after the widow, the orphan, and those maimed in carrying on the transportation business of this American continent.

We appreciate your coming to us, we wish you success in all your undertakings. We recognize the honor you have bestowed upon us and we thank you, and these men will carry back to their homes, I am sure, their high regard for you as the Governor-General of Canada.





## History of Brotherhood of Railroad Trainmen

By D. L. Cease.

**T**HE BROTHERHOOD OF RAILROAD TRAINMEN is the largest organization representing railroad employes on this continent, having an approximate membership of 170,000.

September 23, 1883, a few employes of the Delaware and Hudson at Oneonta, New York, organized the Brotherhood of Railroad Brakemen. At the time of the organization there was no thought of having it anything other than a mutual benefit association to provide for the necessities of the killed and injured at Oneonta. Mr. C. J. Woodworth was elected as president of the association. Later on it was decided to attempt to organize the brakemen and yardmen throughout the United States and Canada, and early in 1884 steps were taken by the men of the Oneonta association to carry out its plan for a general organization. Mr. Woodworth was succeeded as president by Mr. James Grimes, who was elected Grand Master of the Brotherhood of Railroad Brakemen. Mr. Grimes served for a brief period as the head of the new organization and was succeeded by Mr. W. J. Barnett, a member of Lodge No. 1, who served in that position until February, 1885, when he was succeeded by Mr. S. E. Wilkinson, a member of Lodge No. 27, Peoria, Illinois, who served the organization as its Grand Master until August 1, 1895, when he was succeeded by Mr. P. H. Morrissey, of Lodge No. 62, Bloomington, Illinois, who served as Grand Master until January 1, 1909 (died November 28, 1916). On his resignation he was succeeded by the, then, Assistant to the Grand Master, Mr. William G. Lee, of Lodge No. 385, Kansas City, Missouri. President Lee was elected to the position which he now holds as the head of the Brotherhood of Railroad Trainmen, at the Columbus, Ohio, convention, May, 1909.

### No Protective Organization

Until almost two years after the organization of the Brotherhood of Railroad Brakemen there was no protective organization among the employes in the train and yard service. The conductors had an organization which was not protective and of little actual benefit to the men in that class of service except as an insurance association. The Brotherhood of Railroad Brakemen did not declare itself a protective organization until its 1885 convention, held at Burlington, Iowa, at which time it took its position along with the other organizations of labor that declared for the adoption of the strike as the court of last resort. While the Brotherhood has held to its belief in its right to leave the service when all other honorable means to secure fair conditions of employment have failed, it can honestly be said that it has not abused its protective principles. There never has been a time when the spirit of compromise did not dominate all of its affairs, and while the organization stands to-day as one of the most aggressive labor organizations, still it cannot be said that it has ever abused its power.

Brief histories of all labor organizations are very much alike in a general way. They necessarily must call attention to achievements without specific reference to the means adopted to secure them. It would not be



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interesting to recount the sacrifices, the periods of intense concern, as to the present and future of the Brotherhood. References such as these are not understood by those who have had no part in them and they do not need to be revised for the benefit of those who have played their part equally well in times of storm and sunshine, giving their best that the Brotherhood might live to become the greatest organization of labor of the times.

### Sacrifices of the Pioneers

The sacrifices made in the beginning that included the blacklist, separation from family and home, as a penalty for attempting to organize the brakemen and yardmen, have been forgotten, even by those who carried the banner of the Brotherhood of Railroad Brakemen over unbroken trails, hampered by obstacles that cannot be imagined now; they are all a part of the forgotten history of the Brotherhood. The hundreds of thousands of dollars paid to the widows and orphans and disabled members are a part of its history appreciated only by those who have directly benefited; the work of its committees through the years has slowly but surely brought about better service and living conditions that cannot be appreciated other than by those who know the conditions of three decades ago; the advantages assured through remedial legislation have been brought into operation through the work of this Brotherhood, and, taken altogether, while uninteresting as to detail, they stand as a monument of the practical exemplification of actual brotherhood, working for the betterment of mankind, that will be more enduring than any structure of brass or marble.

The Brotherhood of Railroad Trainmen, in every sense, is a protective, insurance, fraternal association. As such, it uses its greatest endeavors to secure the best possible conditions of employment, which mean, briefly, everything that goes with the term. It provides death and total disability insurance for its members at little more than the actual cost of operation. The employment is regarded as extra hazardous by insurance companies,



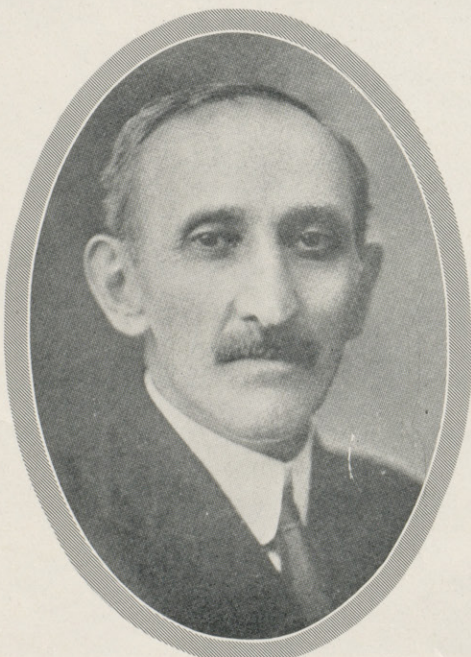
and their rates are usually too high to permit the employe to carry more than a nominal sum. The organization materially assists him to make provision against disaster by providing insurance at a very low rate. In a fraternal way the Brotherhood attempts to carry into practice its belief in the brotherhood of man, and shows in a practical, everyday manner that its precepts and practices are alike.

### Has Done Great Work

The Brotherhood of Railroad Trainmen has done the most effective work for the men in the service through its protective, educational and fraternal insurance work. It has gained better wages, a shorter work day, improved working conditions, and, in addition to this, it has taught the men how best to use what they have earned. By this we do not mean that the Brotherhood takes it upon itself to tell its members how to spend, or for what, but it does encourage in them and their families an ambition for a healthy, social life which is certain to develop into a demand for a higher standard of living, and which will always bring with it wages necessary to secure the desired ends and all of the attendant advantages.

The protective feature of the organization is responsible for whatever has come to the service in the way of wages, hours, rights to promotion, protection as employees and whatever has followed as the result of general betterments in employment. Our wage increases, decreased hours of service and other advantages secured cannot be well understood except by those who were in the service twenty-five years ago, and who appreciate what has been done for the men.

Through the qualifications for membership in the organizations, and the improvement in railway operation generally, the service has been brought to a higher degree of efficiency, with a cleaner, more able class of men than it has ever known. Other advantages of the Brotherhood are shown in better homes, educational facilities for the children and, generally speaking, in the entire family depending on the head of the household to secure the living, rather than sending the entire family into industry to enable them to live decently.



W. H. DOUGHERTY,  
Chairman, Board of Trustees, B. of R. T.

The Brotherhood is a fraternal organization in the usually accepted sense, but back of it are the protective and insurance departments, supported by the laudible desire on the part of every member to do anything he possibly can to advance the interests of his fellows.

The insurance department has paid out approximately \$44,000,000 in death and disability claims. This, of itself, is a wonderful record of what insurance, properly managed and carefully directed, can accomplish within a few years.

It has taken up the work of securing protective legislation, and has its representatives at the state and national capitals. Several state laws attest to the good work in this direction, and the enactment of the Safety Appliance and Standards of Equipment Laws, the Employers' Liability Law, the Arbitration Law, the Hours of Service Law, and the Eight-Hour Law stand in evidence of the ability of the Brotherhood and its associate organizations to secure needed legislation. The Brotherhood believes that the interests of all of the people should be scrupulously guarded by our lawmakers, and applies its theory as far as possible in having them protect those rights.

### Should be Treated Fairly

It believes that proper organization of men should be treated fairly by the employer, and feels that where such conditions prevail, the employees will always be found ready and willing to contribute their proportion of fair dealing, and be ready to study considerably all questions relating to railway operation.

It has never neglected to observe every courtesy toward the employer, and at all times has endeavored to show by its actions that the interests of the employer were just as much a matter for honest consideration as were its own.

There is nothing in our economic life that is so misunderstood as the labor organization. Part of the misunderstanding arises from a simple lack of understanding, and part of it is found in the wilful misrepresentation in which certain prejudiced persons take the liberty to indulge themselves at the sacrifice of truth on their part, and misunderstanding on the part of those who do not correctly inform themselves on the subject.

The Brotherhood has tried to be fair to the public, the employer and itself. It has accepted its responsibilities and consistently stood by what it has agreed to do, although there have been times when taking that position brought upon it the most bitter censure from those who have as yet to learn that a labor organization, to be successful, must be a business organization that holds its word as sacred as its bond.

The Brotherhood is thoroughly democratic in its performance, and non-sectarian in its religious opinions. It has nothing to say as to what shall be the religion of a member. So long as he declares his belief in the existence of a Supreme Ruler it is no concern of the Brotherhood as to just what branch of religion he may pin his faith. It believes that true religion is larger and broader and more comprehensive than denominations, churches or human organizations.

To sum up the work of the Brotherhood of Railroad Trainmen, it can be said that it has raised the financial, moral and intellectual standing of the men and their families, and this statement can be attested by their comfortable homes, the high regard entertained for them in their respective communities, and in the general advancement that is so plainly apparent.



A Poem In Mountain Scenery

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CANADIAN RAILROADER

VOL. VI., No. 4



Among the Lakes in the Clouds, Lake Louise, Alberta. Those who love mountain climbing can have their fill of it here

Bow River's Wonderful Setting



## Bow River's Wonderful Setting

VOL. VI., No. 4

CANADIAN RAILROADER

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Banff Springs Hotel, Banff, Alberta, looks down on the Bow River, which runs through a valley surrounded by some of the most beautiful scenery in the world.



# THE SPIRIT FIGHTERS

By  
Norman S. Rankin



THE NEW GENERATION.

It happened before the war, and I was visiting a lumber camp in Southern British Columbia. The towheaded man pushed his way into the tent, pulled his forelock and handed a letter to the foreman. It read:

FIR TREE LUMBER CO.,  
Cranbrook, B.C.

TO WHOM IT MAY CONCERN:

The bearer, Paul Demetrevitch, has cooked for the past year in various lumber camps of this Company. He has proved efficient and honest and I recommend him. Cooked for 100 men in last camp.

JOHN STACKHOUSE,  
Manager.

I glanced with interest at the man as he stood waiting, hat in hand. Dressed in the regulation lumberman's rough costume, blue flannel shirt, rough corduroys and high boots, he presented a picturesque figure, slight in build with fair complexion and blue eyes.

"Ever serve your time in the Russian army?" I ventured.

"No," he grinned, showing a splendid set of white teeth.

"How did you get away?"

"Agent smuggled me across border; told him was too small to be soldier and he ask no questions. 'Sides, I pay him good commission."

"Where did you learn to speak English?"

"Don't speak English. Speak Wisconsin American. Bet yer life. American good 'nuff fer me." I laughed with him.

"When are you going back?" I interrogated.

"Not goin' back, never. Can't go back now. 'Sides, don't want trip to Siberia. Salt mines too hard work. Every year I stay 'way after they call me cost me thirty dollars. No, never goin' back. Not on yer life. Canada pretty good place." He gesticulated wildly.

"They're good people, these Russians," the camp foreman told me later that evening, "at least in our

business, and we have five of them right in this camp; save their money and don't fight. Glad to get more of them. Do you know of any lookin' for jobs?"

I answered that I didn't though I knew from reference to the government immigration tables that during the ten year period 1901 to 1910, over 38,000 Russians had entered Canada, and that many of the early comers were Doukhobors. At that time there were 4,000 newly arrived peasants at work on the construction of Western Branches and lines of the Canadian Pacific Railway, while colonies of Doukhobors were located at points in British Columbia, Saskatchewan and Manitoba.

All Doukhobors are Russians, but all Russians are not Doukhobors. Doukhobors are known to each other as such and perhaps generally so to the public, but the word properly applies to their religion not to the race. Their legal name and the one under which they run their farming and industry is "The Christian Community of Universal Brotherhood, Ltd." and their leader and president, Peter Verigen, after whom the old Canadian Northern named their settlement (railroad station) in Saskatchewan.

In 1899 the Doukhobors began coming to Canada, the first colony being established at Swan Lake, Manitoba. They were followed by others until nearly 8,000 were settled in the West. They were a combination of illiteracy and religious fanaticism, and though their doctrines in Russia were at variance with the Orthodox Church, they were not sufficiently numerous or important to arouse the hostility of the then Russian Government. Their beliefs and customs were however the cause of their refusal to perform military service and when in the course of time, Russia increased her military organization, the continued refusal of this sect to meet the wishes of the militarists turned the government's tolerant attitude into one of persecution and repression. They were banished therefore, at least, their leaders, into Trans-Caucasia, Cypress, Caucasus and Siberia, from whence their cry of distress reached Western Europe and America.

In 1898, after Count Tolstoi and his friends had intervened for them, the Czar gave his permission to them to migrate, and Canada saw the first of them. They established colonies at Kamsack, Thunder Hill, Rosthern and Yorkton, being granted homesteads on the basis of



## Features of Life Amongst the Doukhobors.



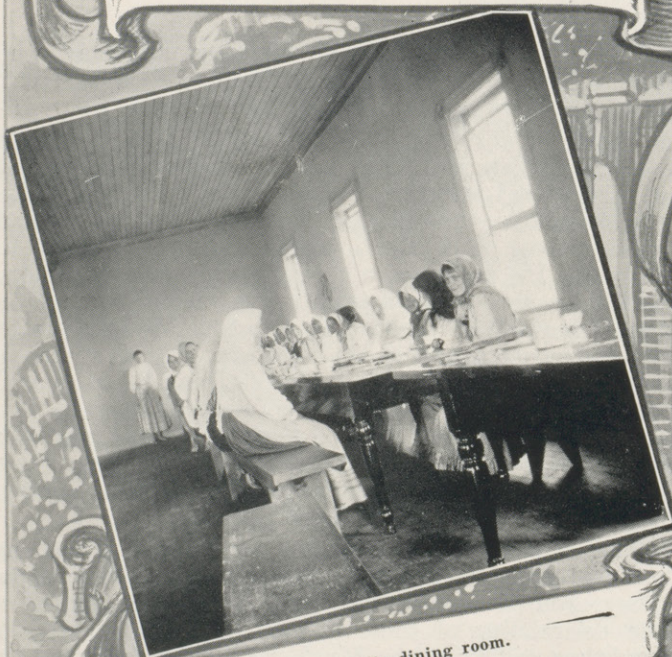
Bean runners connected into an arbor by the women.



At work in the market garden.



Drying millet seeds.



In a community dining room.



Mr. Peter Veregin at his home, Veregin, Sask.



fifteen acres to each member of the family and it is said that their transfer cost in the neighborhood of \$200,000 which was supplied by sympathetic and influential friends.

Their initial agricultural efforts met considerable success, but difficulties early arose. To secure patents for the land individual ownership had to be asserted and to become possessor of a homestead, the oath of allegiance had to be taken. To this fact the government directed the attention of their leader, Peter Verigen, who replied "that their consciences would not allow them to bow to any man or any government." This situation coupled with their refusal to register births, deaths and marriages, led the government to give them thirty days to comply or to vacate. Sixteen hundred splendid homesteads were thus taken from them and thrown open to settlement, and the band, or most of them—for some agreed and retained their land—went marching over into British Columbia. Government agents sold their belongings at auction and put the money into a reserve fund for them. Those who stayed behind were granted fifteen acres of land each which they "pooled" and worked on a community basis.

Their occasional reversion to semi-nomadic conditions when they started off "to look for Jesus" in semi-undress, was apparently the result of religious mania rather than the outcome of their difficulties with the government above referred to. They were "rounded up" by the Northwest Mounted Police and turned back.

The Russian agriculturist, as a whole, is thrifty and hard-working though simple, child-like and irresponsible. The party of peasants before referred to, when coming through to work for the Canadian Pacific Railway, were particularly so. After their special had left Winnipeg for the West and was bowling along at the rate of twenty-five or thirty miles an hour, some of them decided that they would rather work at Winnipeg than further West and suddenly jumped off the train without warning. It appears that they had been told by some "joker" at the last station, that they were being taken up into the mountains of British Columbia to be massacred, and as the express reached a soft slough, thirty of them jumped to "French Leave." On arrival at Calgary, where I saw

them lined up on the platform, a force of constables were on hand to see that they did not leave the station and that all outsiders were prevented from approaching them.

The Doukhobors, whose name signified "Fighters of the Spirit," were organized in the eighteenth century. The basis of their religion is love, to worship the Deity in the spirit, and they deny the right of any church or its ceremonies and laws to influence them. The Lord lives "de facto" in each of them. All are equal; all have equal rights, equal shares in their corporation, be he or she laborer, clerk or official; if the views of any conflict with the dictates of their conscience, they disregard those views. To kill a man is to kill the "Saviour." For these reasons they at first, as already explained, rendered themselves notorious in Western Canada.

They have certain forms of worship, sacred songs—and their singing is sweet—based on the Bible. They sing often, at work, at meals and in the evening, and chant in church. They are abstemious and industrious, abjuring wine, spirits, tobacco and meat; they condemn violence and killing. Their diet consists of vegetables, bread and fruit, and their stamina speaks well for such a menu.

The life of the Doukhobors is a communistic one, each for all and all for each; consequently, there is no division in tilling the land, all being cultivated in one piece irrespective of the numbers of settlers in the colony. Food and other necessities of life are handed out to each household regularly from the common store—a natural result of the communistic system.

As they kill no animals, none are to be seen on their settlements with the exception, perhaps, of horses and a cow or two to supply milk for the children. The women are strong and hardy and work in the vegetable gardens surrounding the houses, and as the Russian steam bath is part of their system, even though playing their part in field cultivation, their complexions are excellent. They are also splendid flax workers following the various processes of planting, pulling, breaking, retting and washing, heckling, spinning and weaving. Their linen clothing is the result.

Prior to the acquisition of horses in the early days of their settlement, the women even used to help the men plowing in the fields by harnessing themselves to the plows.

The Doukhobors have no marriage ceremony other than a simple declaration on the part of each, and as in other countries in which this custom prevails, the results are apparently satisfactory and family ties are strong.

Father Verigen, their leader, who had been in exile in Siberia, did not come to Canada for some years after the Doukhobors arrived, and their industrial and agricultural success dates, more or less, from the time of his arrival. He possesses administrative business ability, and in the short time of twenty-five years has converted them from penniless peasants into prosperous land-owners and industrial operators. He has operated three successful settlements at Brilliant, B.C., Verigen, Saskatchewan and Grand Forks, B.C. At the former, there is a two-storey brick jam factory and tomato canning establishment, a large store, office and post office; at Grand Forks there is a brick fruit warehouse and store and at Verigen, large grain elevators, and brick plant.

Recently some sensational newspaper statements have come from Peter Verigen regarding his people. They aroused considerable public discussion regarding the desirability of these settlers to Canada which is doubtless still existent. Mr. Verigen explained that the statements were made to draw attention of the Government to their wants and for that purpose only were they



DOUKHOBOR WOMEN SPINNERS.





DOUKHOBOR WOMEN AT WORK IN THE FARM COLONY AT BRILLIANT, B.C.

made—not with serious intent. That they have been successful in their operations is without doubt, but in community settlement it is doubtful if they can or ever will become good Canadians. Writing on this subject, W. G. Smith in his "Study of Canadian Immigration" says:

"To turn these old people from the ways of the past would be impossible and perhaps unwise if it were possible. The hope for the future lies in the independent and progressive Doukhobors and their children and the medium will be that of the common school aided by such other agencies and kindly-disposed and enlightened neighbors may be able to use. For the day may not be far distant when these colonies may begin to disintegrate under the irresistible pressure of gradually expanding Canadian life. It would be regrettable if such disintegration would bring unnecessary hardships to the innocent members of a regime which they did not make and into which they were born, or even to those who were active and willing participants of a system whose defects were hidden by the intensity of religious fervour. But respect for religious fervour need not hide the fact that when principles of internationalism, communism and vegetarianism culminate in an attitude of separation from the rest of the world the principles are disintegrative not constructive; and though a kindly age may look with smiling tolerance upon fanaticism when exercised under religious belief, it will not endorse a people who, though they may not eat meat, will not acquire sufficient private property to constitute an individual home, nor give their own flesh and blood the inalienable rights of elementary education, nor consider any country good

enough for a patriot to defend with his life against the attack of a wanton oppressor."

Time only will tell but it is apparent that Mr. Smith's opinion is well founded. Reports arriving from the West inform that Peter Verigen is making efforts to induce the settlement at Blain Lake, Saskatchewan, to associate itself with the Brotherhood and adopt the communistic plan.

An emissary of Verigen's named Chagnon addressed a mass meeting at Blain recently and according to the statement of Doukhobors who were present, met with but a mixed reception, the women favoring the adoption of the proposal which advises the reduction of clothing to the minimum, the adoption of the standard style of dress, the simple life and the communistic plan of trading with a common purse while the men are solidly opposed to the suggestion.

No doubt the taste of individual freedom which the men have enjoyed in the independent settlements that are scattered through the West is responsible for their stand.

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If the movie colony keeps on, the wild West will get its old reputation back.—Washington Herald.

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What has become of the old-fashioned war that did the victor some good?—New York Evening Telegram.

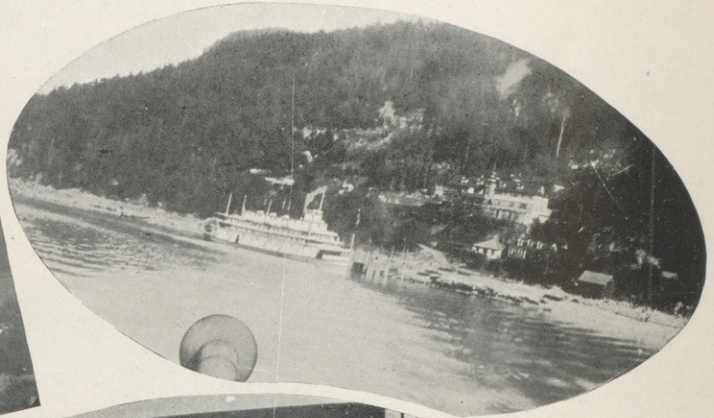


## Some Intimate Glimpses of Life - -

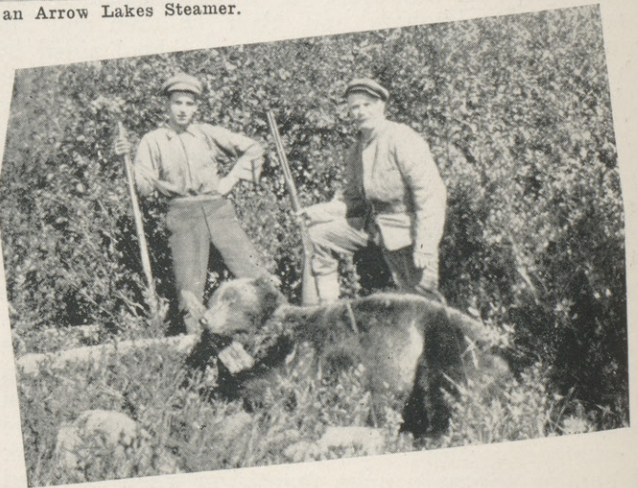
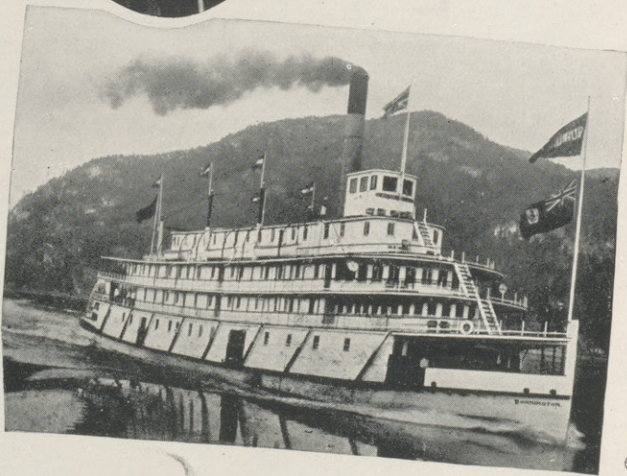
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NEW DENVER.



On an Arrow Lakes Steamer.





-- And Scene In British Columbia

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C.P.R. Steamer "Nasookin."



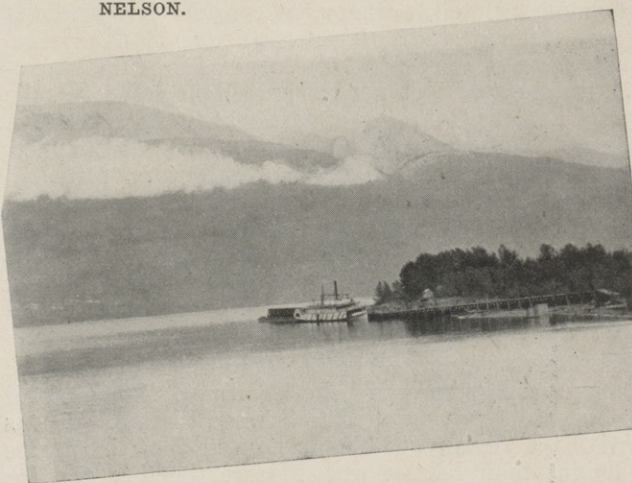
Fruit Ranch  
Near Nelson.



Beach  
Sports at  
Kaslo



NELSON.





## Toughest Problem One of Immigration

By J. H. Haslam

OF all the perplexing problems that the King government will have to deal with in the future, the question of immigration will, perhaps, be the most perplexing, as it will be the most important. On the correct solution of this problem will depend the working out of many others.

No country in the world, with the population of Canada, has such a large railway mileage, as has this country. The Commonwealth of Australia, in conjunction with the different states, has inaugurated a scheme which contemplates spending within the next twenty years \$250,000,000 for colonisation. A large amount of this money will have to be spent in the building of transportation facilities both in roads and railroads, but the most of it will be used to afford credit to the settlers. In Canada we have railroads already built, but because of lack of patronage which, in turn, comes through lack of sufficient settlement along the lines of the railway, there have been brought about ruinous deficits. There is scarcely a business in Canada that would not be improved by the impulse given through the bringing under cultivation eight or ten million more acres of the soil of Western Canada.

Many people talk very glibly about the "right kind of immigration," and this, of course, is what is most important. We would like, naturally if they were available, to have people of British birth, those who thought along the same line as we did; whose social habits and customs were the same as ours; who belonged to the same church, etc., but it is manifestly impossible to populate our vast areas of unoccupied land altogether with people of this type. There are not enough Anglo-Saxons available in the British Empire to bring under cultivation and properly utilize the immense, undeveloped resources of these western spaces.

It must be remembered that, with the exception of the unoccupied land that is in South America, the British Empire contains practically all the unoccupied, good, white man's country on the face of the earth and holds it adversely against the hundreds, almost thousands of millions of land-hungry people in Europe and Asia.

It would be well, perhaps, to consider how Canada has been developed during the last twenty-five years. So far as the development of Western Canada is concerned the great development has taken place through the people of Eastern Canada and particularly those from the province of Ontario. They it is, who have set the pace. They are largely the judges, the legislators, principal bankers, lawyers, merchants, etc., and while, perhaps, at the present time they are not the majority of the farmers, still it is their ideas and ideals that largely prevail. The foreigner is gradually but surely marching to their music, not perhaps as quickly as some of our good friends would like to see them do it, but it is coming.

About thirty-five years ago there was an Icelandic settlement on the shores of Lake Winnipeg. They settled there because they were used to fishing at home. It was essentially a "colony." They endured their hardships and fought their battles with Nature together and for many years stood by each other in their troubles, which were many; but the Icelandic population is now scattered over a large part of the Canadian North West, and is mingling with the balance of the population of Canada. Thousands of their young men fought side by side with

those of Anglo Saxon birth in the war; their women were intensely patriotic, and there is no question about their having become good, Canadian citizens.

About the same time a large number of Mennonites settled in Western Canada. They were essentially farmers. They picked out, both at that time, and since, the best farming land available for their purpose, and they have prospered immensely. They came to this country under, what they thought at least, was a treaty giving them exemption from military service, and allowing them—at least as they thought—to conduct their schools in their own way, and to carry on their religious services in their own language, which was German. There has been a gradual breaking away of the young men from the strict tenets of the faith, and they have merged into the social life of the country, but many of them have remained loyal to their old ideals, both religious and social. Pressure has been brought to bear upon them, within the last few years, to send their children to the common schools; and a great deal of resentment was caused among them by an effort to compel them to take part in the war in one way or another. So much has this been the case that practically the whole of the Mennonite population who still remain loyal to their ancient ideals have either gone from the country, or are preparing to leave, and no well matured plans have been made, as yet to have anyone take their places. They have not been the best patrons of the theatres or "movie" shows; nor of the "beauty" departments of the drug stores, but they have, perhaps, created as many new dollars and wrestled as much of the wealth that has been derived from the soil of Canada since coming here, relatively as any other people.

About twenty-five years ago the movement of people from Central Europe commenced. These people were very different in their customs from any who had come to Canada before. They dressed differently; their social and religious customs were strange to us, and we talked about them with much amusement. In their settlement they selected lands which other people ignored. They were not attracted, as were other settlers to the open prairie which could be brought under cultivation very quickly. They rather selected the bush country which had plenty of grass and water and was often rough and stony. These settlements were mainly in the northern part of the three provinces. It is safe to say that if these lands had not been settled on by this class of people, they would not have been settled on at all, up to the present time. While there have been no sensational results, it is quite within the mark to say that there has been more genuine prosperity among these people than among any other class of people who have settled in the Canadian Northwest for the last twenty-five years. They are, perhaps, feeling the result of the "hard times" at present existing in agriculture less than any other people. The Hudson's Bay Company, in their land department; the Canadian Pacific Railway and those from whom they have bought lands, say they have been their best customers, and have made their payments more promptly than any other class of people.

It is true they have not, as yet, merged completely into our Anglo Saxon civilisation, but the new generation is attending the schools; learning to speak English; adopting our customs; buying motor cars; dressing as do their neighbors in the English-speaking settlements, and

(Continued on page 36)



## A Freakish Formation of Nature



These pinnacle rocks near Canmore, B.C., are known as "The Hoodoos," a modern interpretation, probably, of some old Indian superstition connected with the odd formation.



in another generation or two, they will have taken on our civilisation as completely as the same type of people who went to the United States after the Civil War and who have contributed much to the marvellous development of the Middle West of the United States. If one reads over the names of those attending the great Mid-Western State universities, they will find that a very large proportion are names denoting that their owners are of Russian, Ukrainian, Bohemian, Polish or Hungarian ancestry. It must, however, be remembered that the northern portion of the province in which this class of people are settled, was not subject to drought in the era of high prices during the war, and as very few of their men were engaged in fighting, they were able to a greater extent than any others, to participate to the full in the benefits of the high prices.

About the year 1900 the influx of Americans commenced. This was a movement that was brought about almost entirely by the large land companies. The propaganda and organisation for the colonisation of Canadian lands by American farmers, at that time, was described by the late J. J. Hill as "The most efficient and successful thing of its kind that had, up to that time, ever taken place in the history of the world."

The development which took place in the provinces of Alberta and Saskatchewan from 1901 up to the commencement of the war has never been equalled in the history of the development of any country. These were glorious days! In the fall of 1901 I drove for one hundred miles through the southern part of Saskatchewan, from Weyburn east to Arcola and only saw one shack on the prairie. Three years later the country was practically all settled; and five years later was gridironed with railways.

The colonisation departments of the Canadian railways and particularly the C.P.R., did much to promote the colonisation movement in its early stages and are doing practically everything that is being done now to keep the movement going and have a large staff of experts who are deploring existing conditions and only too ready and anxious to turn their energy to work as soon as the right atmosphere permits, as are the colonisation companies who did so much a decade ago.

The advertising that Canada got through this movement of American farmers into the Canadian Northwest was the great talking point in Europe by the steamship agents who secured the foreign immigrant. The argument was that if it was good enough for the people of the United States, it was good enough for them. Towns and cities grew up on the prairie as if by magic. Thousands of miles of railway were built in all directions, roads, telephone lines and all the facilities of modern rural civilisation were provided, very much more than the existing settlement warranted, but it was expected that the increased population which was bound to come would soon take care of the facilities. It was hard for the councillors of rural municipalities, of towns and of cities to anticipate that the train-loads of settlers that were pouring into the country from the United States and Europe would all at once cease and that a meagre population would be compelled to assume almost unbearable burdens of taxation.

Now it may be said that this is all old stuff. The importance of land colonisation and the necessity for it has been drummed into our ears incessantly for the last three or four years, but what people are concerned with is the answer to it all. Those of us who have studied the question and have been engaged in the work of colonisation for the best part of our lives, know that there is an answer. There has been practically no land colonisation for the last seven or eight years; there has been practically no movement of people from any country on to the land,

nor movement from one part of the country to another. The breaking up of new land by the original settlers has been practically at a standstill since the year 1913.

There never was a time, however, in the history of land colonisation when there were so many people available and desirable people, too, as at the present time. There will be very strong competition from the comparatively small number of people from the British Isles who are used to agriculture, for the policy of Australia is to offer every possible inducement to this class of people, and after all Australia has more attractions for the British emigrant than has Canada.

There has not been for the last number of years any considerable amount of emigration from Norway and Sweden, nor is there likely to be for some time. Things have been very prosperous there and there is great development going on at the present time.

We can get a number of settlers of a very good class from Denmark, and there are millions of people in Central Europe of the same type as we received from there in the twenty years previous to the war, who are available. There are hundreds of thousands of farmers in the United States, renters and others who have been struggling with high priced land and the last two or three years' adverse conditions, who would come to Canada if conditions were favorable. We can get thousands of agricultural colonists from Germany, as soon as we are prepared to receive them. There had been practically no immigration from Germany during the twenty-five years previous to the war, but the whole question is one of finance and credit.

Up to the present time, in Canada, there has been no well planned scheme of agricultural credit. It has been left in a haphazard way to Mortgage Companies; Life Insurance Companies and individuals, with the result that the rates have been two or three percent higher than manufacturers and industries of different kinds could procure the capital to carry on their business. Banks are not for the new settler as things are. In the past the local merchant; the local horse dealer; the lumber companies, and the implement men have been the bankers for the new settler, and it cannot be said that the business has been unprofitable to them, but things have changed. This credit is not now available. The free homesteader was able to obtain credit in anticipation of the time when he would receive title to his homestead. The amount of capital required was very much less in the past than it is at the present time. The safeguards supposedly so, that have been thrown around the Western Canada farmer, which may have protected him against his creditors, have also had the effect of restricting his credit, and in any case the additional charges that the settlers had to pay on account of buying their outfits on credit would be now intolerable.

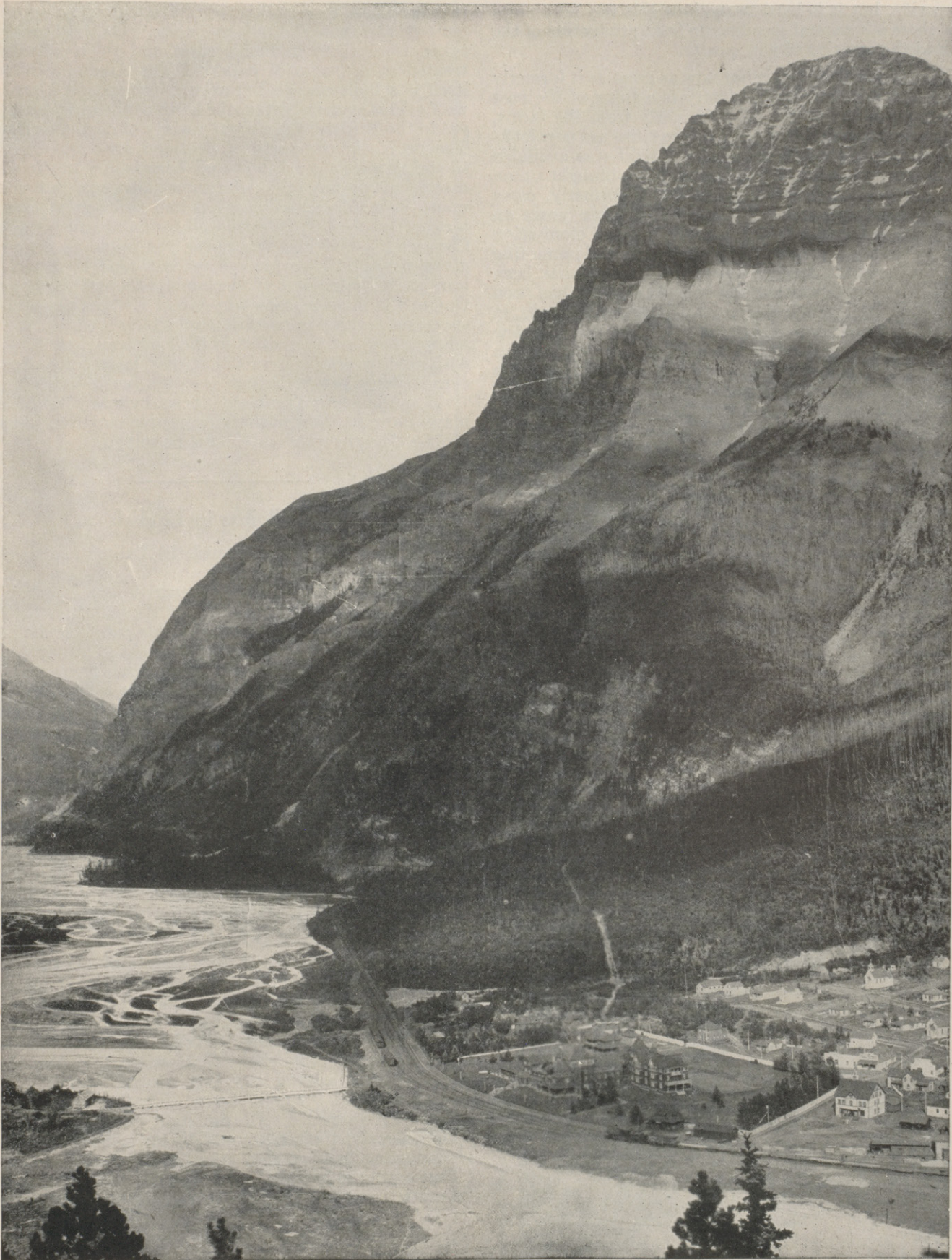
We may as well look the matter squarely in the face. We will not have much new land colonisation in Western Canada until we have a scheme of rural credit such as exists in practically every other country. The United States Congress has been wrestling with this problem of rural credit to the exclusion of almost everything else. This, for the benefit of farmers already on the land, as much as to make it possible to bring new areas under cultivation. The modern practice of rural credit is based on co-operative groups, who pledge their individual and collective credit, and it has never failed to work out satisfactorily.

The kind of settlers Canada wants at the present time are those who are willing to go on the land and bring new areas under cultivation, and who are adapted to the work and likely to succeed at it. As soon as considerable movement of this class of people commences there will be a

(Continued on page 38)



## Gives Town a Pigmy Appearance



The giant Mount Stephen overlooking Field, B.C., gives the town a pigmy look in the photograph, and the town, conversely, gives a comparative idea of the magnitude of the mountain.



general revival of all sorts of business. The wheels of industry will then commence to turn again to their full capacity. Labor in the industries and in commerce will be fully employed and there will be a general return of prosperity, but it is hard to see how this can take place until there is a general speeding up from production of the soil and the creation of new wealth.

The lure of the cities is not now as great as it formerly was. The high wages of industry is a thing of the past and many of the young men, formerly from the farms, who were attracted by the lure of the cities are now looking longingly to the farms. If the credit was available for the purpose, thousands of young men brought up on the farms of Eastern Canada would, as formerly, come west to take up land. Within the last two years an organisation known as the Western Canada Colonisation Association has been formed for the purpose of promoting land settlement. A large amount of interest has been taken in this organisation and over \$1,000,000 has been subscribed by large financial and business interests in Eastern Canada and elsewhere. Within the last few months, however, there is a danger of this organisation disrupting. The subscribers are not satisfied with its management. In other words it has not produced results, but it will be a very unfortunate thing if the interest created by this organisation is allowed to wane. This organisation is particularly well adapted for work in the United States where, under the existing state of public opinion the Dominion government's agencies can scarcely function.

The sources from which additional farmers for Western Canada can be procured are first of all: Ontario, Quebec and the Maritime Provinces as formerly, then the United States; then the British Isles, but to a very much more moderate extent than many people suppose. Northern Europe, including Germany, gave America some of its very best agricultural settlers in the past, and will do so again, but from Norway and Sweden there will not be much emigration for many years to come. And then there is the immense reservoir of agricultural population from Central Europe. These people are essentially agriculturists. Their roots are deep in the soil. When once they go on a piece of land, it is for the purpose of remaining there and having their children remain after them.

As before stated, we cannot expect in the future to have any amount of successful colonisation on our vacant lands until credit is provided for the purpose. Experience in the past, both in the acquiring of lands in older countries which have been made available by the breaking up of large estates, and by the recent very successful colonisation schemes of Australia demonstrates that nothing can be accomplished without systematic credit and at the lowest possible available rate of interest. The agriculture of Western Canada will not stand the present rates of interest which are from 8 percent to 20 percent. In the working out of a scheme of this kind experience has shown that the most practical way is to have it done in small groups, each one of whom becomes sponsor for the other. They can work to the best advantage; share each other's machinery; help out with the threshing, etc. Then ten men have credit where one man hasn't, always assuming, of course, that the settler is not put up against an impossible proposition. He must be put on good soil where the climatic conditions are such that with industry he can succeed. There has been some settlement in Western Canada and elsewhere in Canada where success is impossible.

Such fear is expressed that Canada has attracted foreign settlers in the past to a much larger extent than

she is able to assimilate them, and merge them into her Anglo-Saxon civilisation, but there is not much cause for alarm in this respect. The late war proved this. There was comparatively little trouble with our foreign born population in Western Canada, although they were not trusted and not allowed to enlist. Their votes were taken from them in many cases and their citizenship treated as a "scrap of paper." The Anglo-Saxon race itself is a built up race: "Saxon, Norman and Dane are we." This even in Britain the home of the race, and even yet in the British Isles a great variety of customs prevail. The people in the north of Scotland are very different to the people of Yorkshire and Lancashire, and in some cases they do not speak the same language, but in the main the Anglo-Saxon race has had as its great characteristic the ability to absorb and assimilate alien races of Caucasian blood and has never yet failed to do so, if given time, but the process takes time. It cannot be hurried. The process of forcing has the contrary effect. One of the main reasons why Great Britain has been so successful in its colonisation efforts is because it has allowed people to work out in their own way, their ideas, with the invariable result that they have come around eventually to adopt British laws and customs.

The colonisation problem is beset by many difficulties, many more so than unthinking people suppose, but the problem, however difficult, must be solved.

### Fine Points in English

The man had just informed the Pullman agent that he wanted a Pullman berth.

"Upper or lower?" asked the agent

"What's the difference?" asked the man

"A difference of fifty cents in this case," replied the agent "The lower is higher than the upper. The higher price is for the lower. If you want it lower you'll have to go higher. We sell the upper lower than the lower. In other words, the higher the lower. Most people don't like the upper, although it is lower, on account of it being higher. When you occupy an upper, you have to get up to go to bed, and get down when you get up. You can have the lower if you pay higher. The upper is lower than the lower because it is higher. If you are willing to go higher, it will be lower."

But the poor man had fainted!

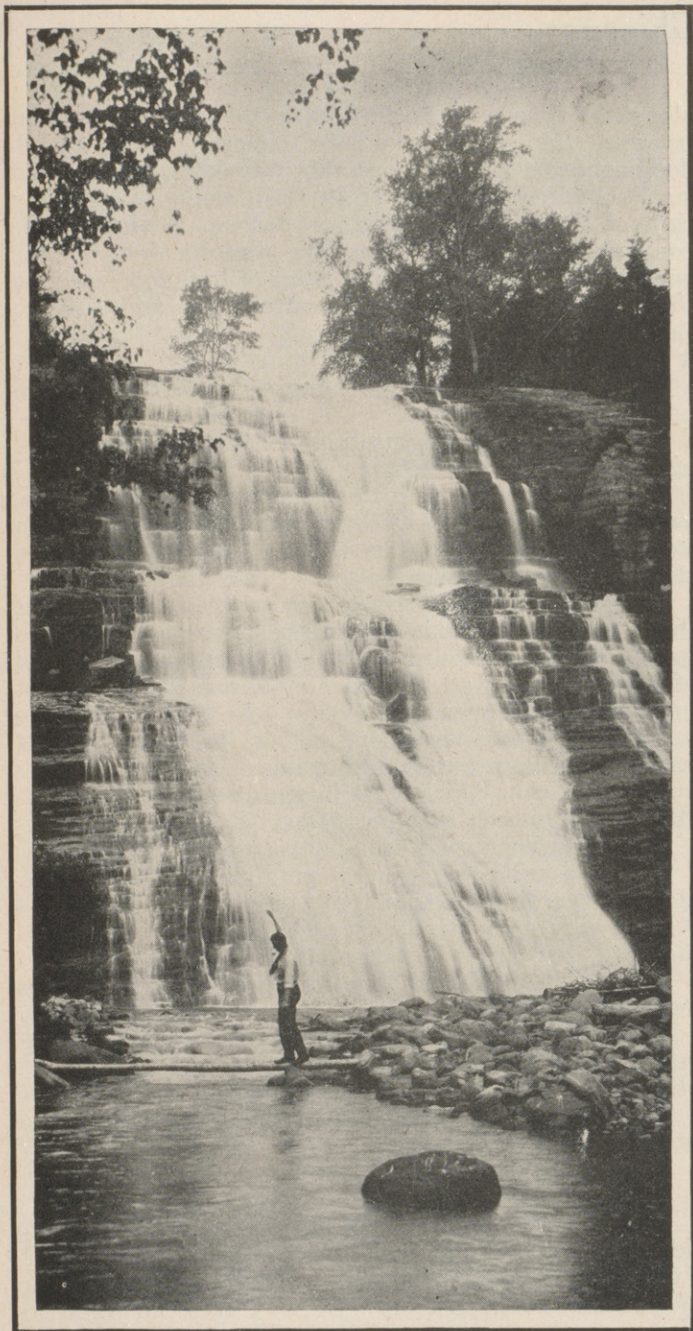
### He Bought the Tickets

Two men were waiting for a train and one said: "I will ask you a question, and if I can not answer my own question, I will buy the tickets. Then you ask a question and if you cannot answer your own, you buy the tickets." The other agreed to this. "Well," the first man said, "you see those rabbit-holes? How do they dig those holes without leaving any dirt around them?" The other confessed: "I don't know. That's your question, so answer it yourself." The first man winked and replied: "They begin at the bottom and dig up!" "But," said the second man, "how do they get at the bottom to begin?" "That's your question," was the first man's rejoinder. "Answer it yourself." The other man bought the tickets.

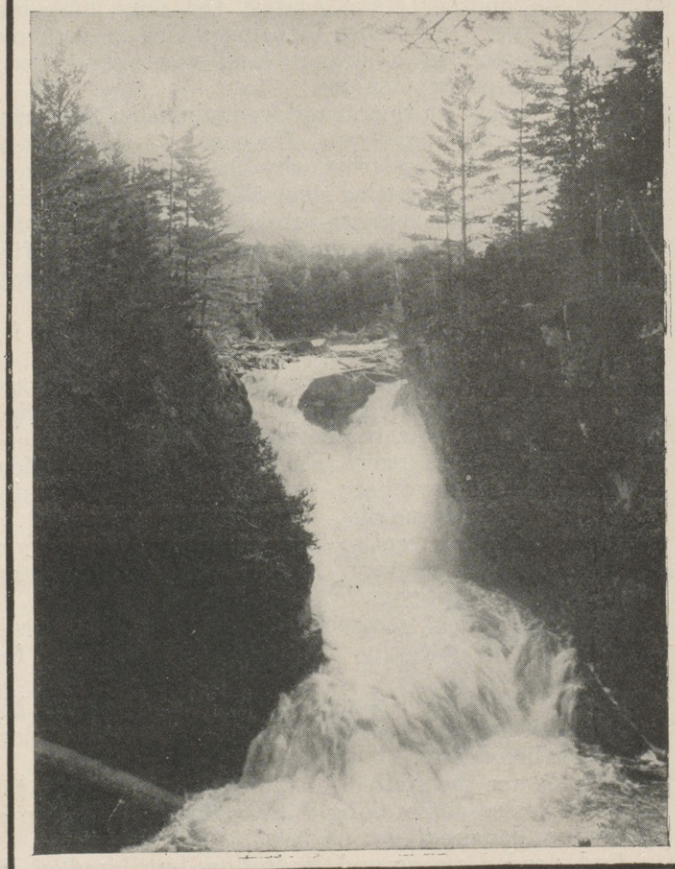
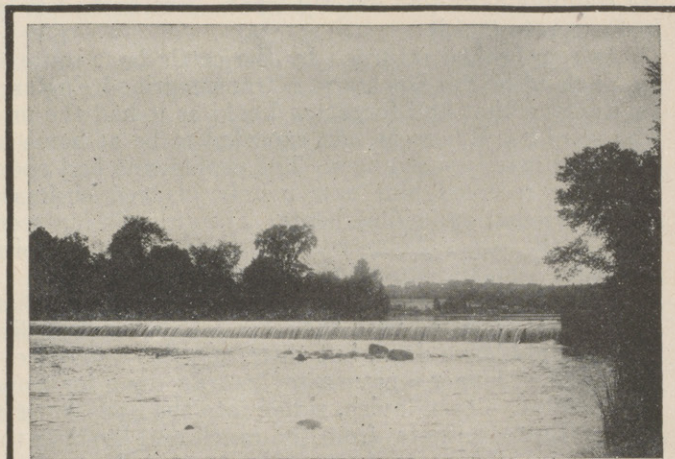
Accident insurance companies want to know if it happened going down or up the cellar steps.—Wall Street Journal.



## Pretty Waterfalls of Quebec Province



Waterfalls, sparkling streams, tranquil lakes and, of course, the broad bosom of the St. Lawrence, invite the lover of the out of doors to Canada's great Province of Quebec. Here are the Fraser Falls near Murray Bay.



Within the span of a half day's journey from Montreal you may visit the Laurentian Mountain resorts or other charming countryside.



## ONCE A BRONK

By E. L. Chicanot

Bud Hasard was a lonely cowboy. Worse, he was in that deplorable condition popularly termed stranded. He hadn't figured out just how this had happened but he was made acutely cognisant of an aching void which required to be filled and faced with the stern necessity of procuring the wherewithal to get himself back across the Atlantic.

Bud had suffered from the general complaint of post-war unrest. After three years' participation with the Canadian Army in the little unpleasantness in Europe, life seemed tame even at the Circle Bar and the wide-flung limits of even that immense ranch seemed to hem him in all too tightly. He was missing something. He couldn't have told exactly what. But he had to go to Europe to find it.

And so he had returned by the cattle boat route to an England he did not know, a transmogrified England, an England that had forgotten khaki as it had the men who wore it. Where he had expected to be at home he was most utterly a stranger. The people who had openheartedly received him now merely glanced curiously at his wide hat and riding boots. The girls did not seem to smile the same. There was not the same cheery spirit radiating from the crowds upon the streets.

London had nevertheless been too much for Bud. Money had departed with the same astonishing rapidity as in the old leave days, but there was this difference—there was no longer a paymaster to draw upon for more. He had always been lavish, riding into the little town of Willow Butte, Alberta, from the ranch and livening the old burg up. Then saddle up and return to the ranch to accumulate another stake against the next jamboree. But there was a difference in being lavish in your old home town and in a strange land where everybody seemed to have forgotten you.

He strolled along the Strand feeling lonelier than ever because he was hungry too. He gazed at the faces of passing strangers wondering why they should all be so seemingly intent on getting somewhere. He was figuring out just how he was going to subsist for the days to come and get together the necessary passage money. After the free and easy life of the ranch and the army it was sure some problem.

"Ere, mind what you're abaht!" "Ai'nt bound fer the cemetery, are yer?"

In his musings Bud had wandered almost directly under the neck of an advancing cabhorse which called forth the remark from the facetious driver.

"I guess not, stranger. I'm sure obliged. In a few minutes I might have been down an' trampled. Takin' the plug to the morgue?"

"Nah then, don't get so blarsted funny. What d'yer know abaht 'osses anyway. Brought yer own stud dahn fer the Epsom, I suppose."

Bud laughed. It was good to have someone to speak to if it was only a cabby. The traffic was tied up for a minute or two.

"That 'ain't' such a sight of a horse. Barrin' his droopin' withers, an' his bog spavin, an—Say ole timer, where yer bound for?"

"Rahnd ter the stable fer dinner. If yer wants ter see some 'osses come along. Jump in an' ride like a blarsted millionaire."

Bud needed no second invitation but bundled in with more speed than grace. Soon they were bowling

along the busy streets as fast as the decrepit animal between the shafts could be expected to proceed, dodging taxis, circling constables, avoiding women and small children by inches. As they wound their way through the traffic, Bud managed to keep up a spasmodic conversation, feeling that no less were due from him as guest, addressing the back in front of him and receiving the replies wafted back to him after being addressed to London in general.

"Some little ole burg, this!"

"Ain't so bad when you knows it. Wouldn't live nowhere's else."

"Considerable string uv bronks here yet. Ever think of drivin' a taxi?"

"Nah, not me. A little bit er 'orseflesh fer mine, even though it ain't a Derby winner. There's allus bin 'osses in Lunnon; there allus will be. What's them bleedin' stink wagons anyhow. No sort er real life."

Down a little side street they ambled shutting out the city's terrific roar in as strangely sudden manner, then turned into a stableyard one would never have suspected of being there. Bud hopped nimbly out and set about unhitching the ancient animal. He was certainly a miserable looking specimen, giving the impression of having been born a roan and changed his mind in latter years. The cabby looked on in an interested manner as Bud busied himself with the straps.

"You do know summat abaht 'osses?"

"Just a trifle, old timer," mumbled Bud absently. He was regarding the animal in a very critical manner as it stood very submissively between the shafts with drooping head, waiting to be taken out.

"By gosh," said Bud aloud to himself, "he sure does look like old Nitchie."

Was it fancy or did the animal seem to show some interest in his exclamation. He stepped round to the other side and inspected the right flank.

"By gosh, it 'is' old Nitchie. Well, you onery little son of a gun. How did you get into this kind of a job?"

The cabby stood by, an interested spectator.

"Know that 'orse, mate?"

"Do I know him," said Bud, putting his arm affectionately round the animal's neck. "Do I know him? I've knowed him since he was knee high to a grasshopper. Why, didn't I raise Nitchie? Didn't I stick the brand on him a month after he was born? Didn't I learn him to stand on his legs when he was all for aviatin'? Didn't he throw me an' the saddle so high we was a week comin' down? You poor little devil. Say Nitchie them was the days. 'Member the Circle Bar, old boy, an' all the tricks I taught you. You poor little cuss, you bin right up against it. Pullin' a dogarned cab! It's hell, ain't it, Nitchie? Them was the good ole days, ole boy."

"Well, wouldn't that knock you silly," ejaculated the cabman. "Blowed if it ain't the strangest coin-cidence I ever heard of."

"You betcher. Ole Nitchie used to be my saddle horse back in Alberta. Regular pards we were, an' believe me, he was some cow pony. Beat anythin' on the round-up an' turn, say, you'd think he was on castors. Say, that pony—"

Bud would probably have expatiated for hours on the pony's virtues had not the genial cabby cut him short.

"Well, I gotter get dinner. Only have a nour. Where you 'aving your's?"



"Not 'avin' any, I guess. Bust—broke—flat—down an' out up against it—oh hell—ain't got a cent."

"Then come along of me. There's allus enough to split up."

Nothing loth, Bud followed after seeing Nitchie comfortably stalled and fed. He shared the cabby's dinner, likewise his post dinner beer, and returned in his company to the stable feeling several degrees more optimistic.

He began to wonder again how subsequent meals were to be procured as he assisted in reconnecting Nitchie with the cab and his parting with the large-hearted cabby was in sight.

As he busied himself with the harness, he became aware of the entry into the yard of a man the cut of whose clothes and general bearing at once proclaimed him as of the sporting type. The species was new to Bud who, without thought or intention, gazed long and steadfastly as at others of the metropolis' wonders. The object of the attention was apparently oblivious to this, his gaze being fixed on the stable door whence an ostler led a splendid thoroughbred ready saddled. Despite his size and weight, the newcomer mounted with the ease and grace of the accomplished rider, and Bud still stared though now the object of his regard was rather the superb animal than its rider.

Full of life and eager for the gallop, the beast three-stepped over towards the cab where the rider curbed him to adjust a stirrup leather. As he seemed to have some trouble in doing this, Bud stepped forward and speedily made the adjustment. The stranger thanked him and, noticing Bud's evident admiration, remarked "You know something about horses?"

"Just what you might notice," said Bud modestly. "The boys used to say I could ride most anything with hair on."

"Oh, yes—American horses—quite decent animals, I believe. But they hardly—er—shape up to—er—"

"They don't, eh? I wonder how many you've seen."

"Not a great many, I'll allow. Isn't that a western horse?" and he pointed rather disparagingly to Nitchie between the shafts, haunches drooping, head bowed, apparently in the last stage of decrepitude.

"It is," said Bud, "and a few years ago that little cayuse could have made rings 'round most of your bloods. He did it many za time."

The stranger smiled sceptically. "That moth-eaten carcass ever run."

Now if there is one thing a cowboy cannot tolerate it is a slur cast upon his horse or to have its capabilities disparaged. Bud got a little bit warm.

"Ain't no necessity to slander the poor little cuss, I guess," he drawled. He's bin through the everlastin' mill. That ewe-lamb you're ridin' will go the same trail some day."

The sporting one laughed and chewed an end off a cigar.

"You don't need to take offence. Only what you claimed is so absolutely preposterous. And anyone who knows horses would hardly term this animal a ewe-lamb."

And indeed the animal was chaffing savagely at its bit, swinging its head nervously from side to side, and dancing in an excited eager manner.

"He's some animal all right" said Bud half grudgingly. "But all the same he ain't got half the life old Nitchie, this ere pony had at his age."

The other smiled. "I admire the way you brag for your native stock, but you must admit it's useless to compare thoroughbreds and mongrels."

"Is it" said Bud warming up again. "Blood ain't everything. Do you think range life and range ancestry count for nothing. You never heard the word cayuse. What I said stands."

The other continued to smile which each second became the more unbearable to Bud who conjured up so vivid a picture of those days when he had broken the pony, a wild range colt, and after he had him thoroughly "gentled" put him through a trained course of bucking, so that after months of painstaking teaching he would respond at his bidding with all his old devilish tricks. A wild idea struck him and his gambling propensity prompted him to take the long chance.

"I'll just betcher this 'ere pony can put up a better show of high life than the horse you're ridin' 'right now' "

The stranger gazed at him in some alarm then burst in laughter, whilst the cabby standing by plainly thought his guest was crazy.

"You're talking rot now to waste time. It's problematical if that barely animate carcass can get as far as the gate, let alone race."

"Racin'. We ain't goin' to race. Hell. You wouldn't expect an ole skate like Nitchie to race. I guess Nitchie could'nt er beaten him in his prime though he'd er given him a good run for his money. Your horse was bred for runnin'; Nitchie war'nt bred for anythin' 'cept just horse. Nitchie just happened accidental-like on the range."

"Well, whatever is it you are willing to make such a preposterous wager on" said the other impatiently.

Bud scratched his head dubious about his ability to convey his meaning outside of the vocabulary of the range.

"Well, we're goin' ter see which can show more life—show up more 'kittish—raise more particular hell—just 'life' we call it."

"I think I catch your drift" said the other a trifle more interested, though his attitude plainly showed how absurdly he regarded the whole affair. "But how on earth are you going to galvanize—"

"That's my business" broke in Bud. "Will you bet?"

The ex-cowboy was in such deadly earnest that the other was anxious at any price to see what he had up his sleeve. Westerners, he knew, had an enviable reputation for "producing the goods" when promised and don't usually call on a lone pair, so that he suspected some trick, but was curious to see what it was.

"You're willing to bet that you can electrify that corpse into exhibiting more interest in life than my colt?"

"That's precisely what I'm offerin' you."

"Well for the fun of the thing I'll take you. How much do you want to put up?"

"I'll stake—oh hell". The realization of his financial status was borne upon him afresh, this time with such overwhelming force when a comfortable stake seemed within his grasp. He looked over at the cabby, but that worthy plainly thought he was crazy. There was no help to be had from that quarter.

"Say sport, I ain't got a red cent, but I ain't exactly ignorant of horses and I'll work, give you work up to any amount you like. I know horses an' I'm square."

The man on the horse laughed good-naturedly.

"I don't wonder at your being so anxious to bet. Well, I've got some colts to be broken and I'll give you a month's work against ten pounds."

"You're on" said Bud eagerly. "Double it if you like."

"All right. Twenty pounds against two months work. I'll put Bill here up and you can ride your Beaucephalus."

"That's fine, only his name is Nitchie."

(Continued on page 43)



# Maine Coast Scenes Reached by Grand Trunk System

\* \* \*



Rugged Caps Extend Out to Sea.



Childhood's Happy Hours in the salt water.



Boating on Casco Bay



Approach to the Pier at Old Orchard



The sporting man dismounted and the ostler named Bill mounted the thoroughbred now foaming from fretting at his long stand.

Keeping a tight rein the ostler touched the animal with his spurs and the beast immediately reared up and came down heavily. A fresh dig made him lash out furiously whilst he swung in a circle angrily snapping at the bit he could not clench. He danced, side-stepped, reared, behaved in general just as any young colt of spirit will do under the torture of spurs, but it was not a highly difficult achievement for any experienced rider to keep his seat.

"That will do" said his owner when the animal had sweated himself into a lather. Then to Bud "Now let us see your performance."

The cabhorse was standing absolutely motionless between the shafts perfectly listless, and quite unperturbed at what was going on around him. His legs were stretched far apart, his haunches lowered, and his head was so bowed that his nose appeared to be touching the ground. He did not in the slightest way exhibit the surprise he must have felt at being thus summarily taken out of the harness.

One leap and Bud was across his back. At this the horse appeared to evince some small interest and turned his head round inquiringly. Bud was almost lying upon his back, his face nearly between the animal's ears, his legs bent at an acute angle, and the boot heels resting under the protruding hip bones. He was whispering softly and the pony had his ears thrown back.

"Say, Nitchie ole boy. 'Member them days at the Circle Bar? 'Member the sport we used ter have round the ranch house? 'Member all them tricks we used to do? Show'em you haven't forgotten 'em ole boy."

"Whoo-ooop". He must have disturbed city dwellers for blocks as he gave vent to the yell and struck the little animal between the ears with his hat. Simultaneously his heels found the pits between the protruding hip bones and a hand behind his back found a tender little spot along the spinal chord which was to work the magic.

The effect was electrifying in its suddenness. With incredible swiftness in an animal of such age the little beast threw up his hind legs, came down stiff legged with a reverbrating thud, and went up again on his forelegs till he stood almost perpendicular and threatened to go over backward. Reaching the ground again he set off with arched back in a series of stiff legged bucks alternating his progress with sudden jumps and wrenches to the side. His sharp resolute thuds reechoed throughout the yard as he turned from trick to trick at the beckon of his rider clinging grimly on to his back one arm behind him and the other swinging the hat wildly. He side-stepped, sunfished, twisted, zig-zagged, turned almost complete circles in mid air and went through every ruse by which the bronks of the range endeavor to get rid of their riders, taught him by his master long ago.

Panting and exhausted at length he took the yard at a straight run, stopped dead at the end, with legs spread stiffly out and sent Bud, who had no saddle to cling to, sailing over his head. Bud quickly picked himself up.

"By gosh, he's learnt a new one, the darned little cuss. Good ole Nitchie, I knew you wouldn't forget."

He of the sporting clothes who had gazed in a perfectly dumbfounded manner, after being sent scuttling to the shelter of a stall at the first jump, came up with the most absolute astonishment written all over him.

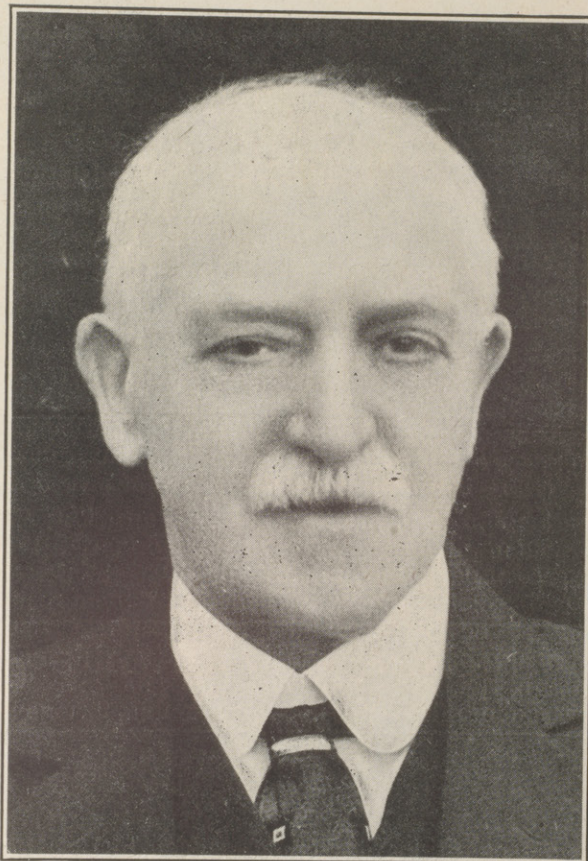
"You win. By gad, its amazing. The most wonderful thing I ever witnessed. Whatever kind of animal is that?"

"That's western cayuse, seh Don't ever despise him again. He's little, but he's all devil an' you couldn't kill him with a club."

"You can surely ride and you've certainly earned the money. I don't begrudge it for the exhibition. That job's open at the same price. What do you say?"

"No seh, thank you just the same. That little ride made me homesick. It's a straight line for the old Circle Bar, an' God's country. An' say, don't I wish I could take old Nitchie back."

And having bidden Nitchie a tender farewell which he suffered without response or recognition, and arranged with the cabby that the old pony share in his winnings, Bud departed to see what else London had to offer, well satisfied with the day's work.



J. S. MacLAUHLAN,

who is in Toronto visiting his son, A. H. MacLauchlan, 41 Friar Hill Avenue. Mr. MacLauchlan has been visiting in the United States and Canada since his retirement from the Glasgow and South-Western Railway Company, on which he served 54 years. Even on British railways his service record is unique. For 52 years he was chief claims clerk, serving under five general managers and five freight managers.

#### A Poor Scout.

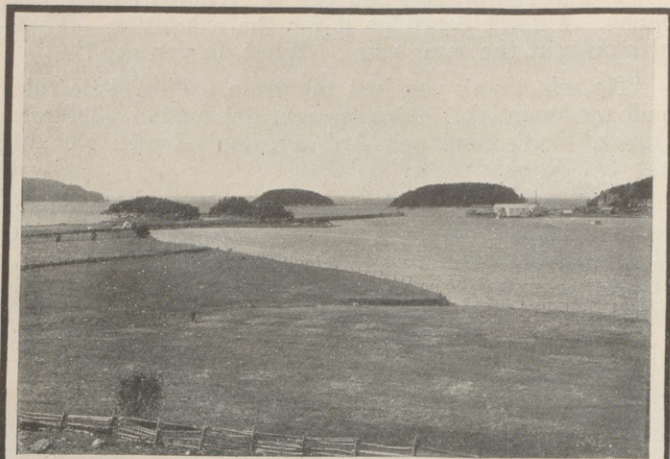
Wife—Did you notice the chinchilla coat on the woman sitting in front of us this morning?

Husband—Er—no. Afraid I was dozing most of the time.

Wife—Um. A lot of good the service did you.



## Enchanting Scenes in Quebec - -



Tadousac and Murray Bay are among the most popular watering places on the lower St. Lawrence and offer the best of golf, fishing and sailing.

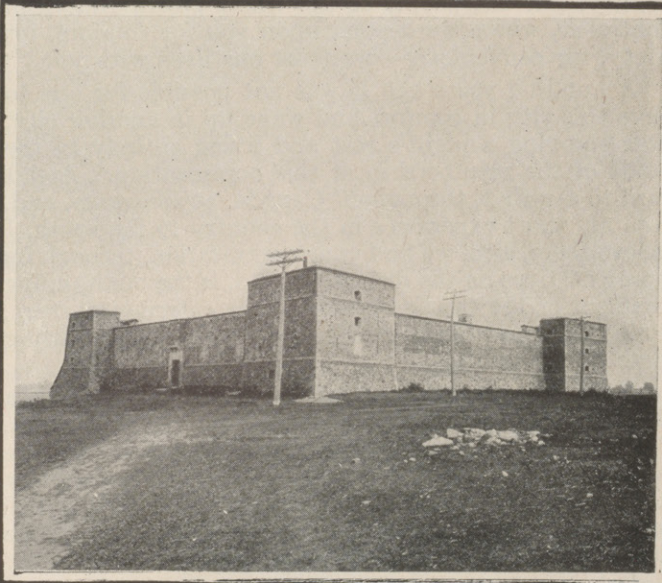
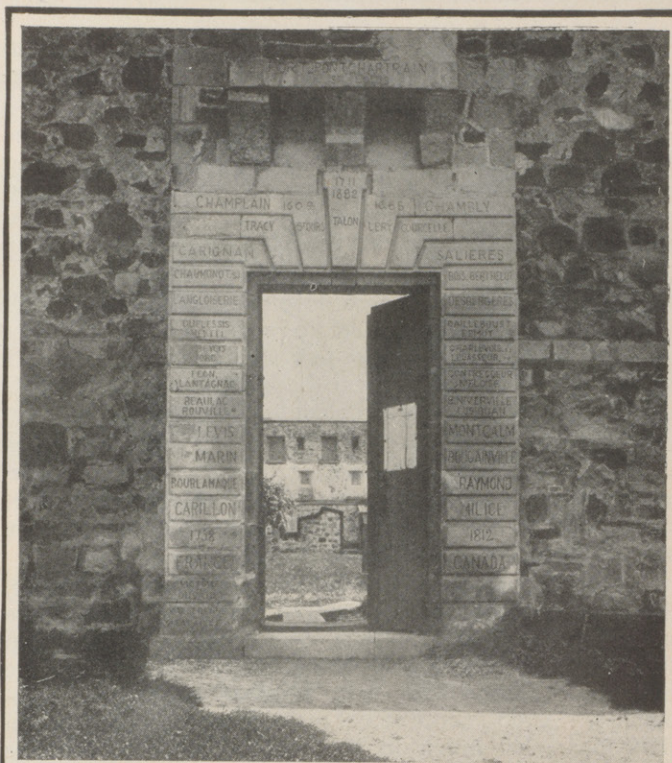
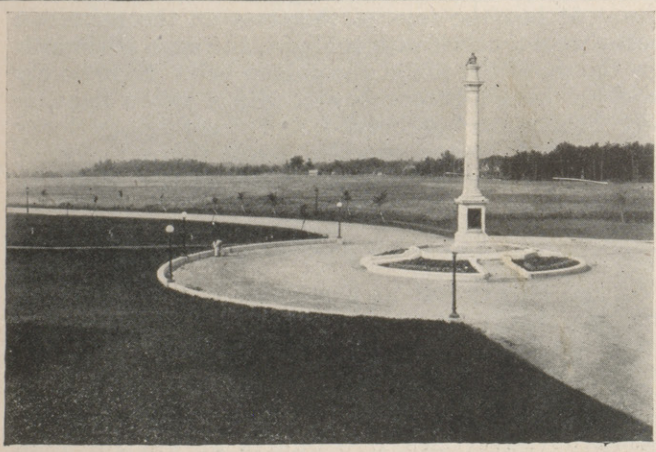
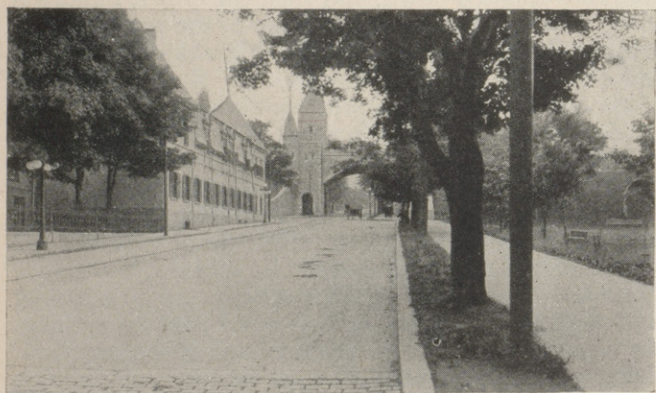
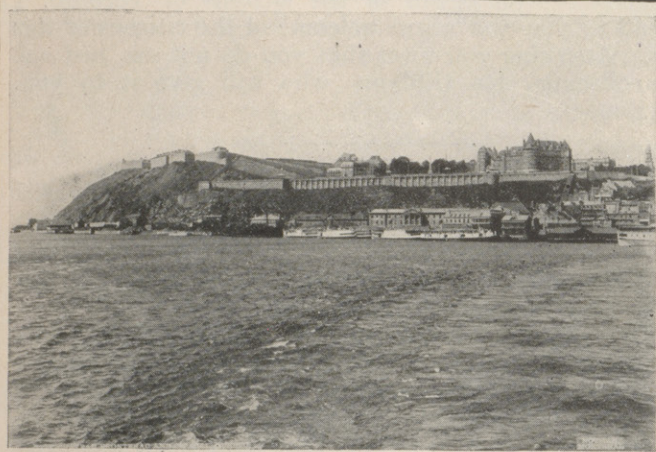
Bic is one of the finest natural watering places on the Lower St. Lawrence. The mountains are around it, and it nestles at their feet amid a wealth of beautiful scenery.





## - - On Line of National Railways

On the gateway of the fort at Chambly is written one of the most fascinating chapters in the history of this continent. The old fort overlooks the Richelieu River.



The City of Quebec has for four centuries stood guard over the St. Lawrence River. Few places in the world can equal this cradle of New France in variety of interest to the tourist.



## Toronto Mayor's Greetings to Convention

Mayor Maguire, of Toronto, in conveying the official greetings of Toronto to the Convention of the Brotherhood of Railroad Trainmen, said:

It is my privilege as Mayor of Toronto to welcome distinguished guests and important organizations, and not during my term of office have I had the honor and privilege of welcoming a more important or distinguished gathering than that which I have the honor of welcoming this morning.

I have brought considerable support with me to back up my official welcome, in that I have brought the Minister of Finance, the man who has all the money, and I believe without that you can have little entertainment. In that way I bring you a welcome in some tangible way.

Your organization honored this city in 1907—25 years ago. Now we find you returning. That we accept as an indication that our hospitality at that time was appreciated, and we are indeed delighted to have the privilege of welcoming you again in our city.

It was indeed gratifying to me, and a pleasure for me, that I should have been permitted this morning to have taken that splendid, most wonderful aviation trip through Canada with Miss Murdock, the daughter of the Honorable James Murdock, Minister of Labor. (Applause). And to think that I am welcoming a convention that means so much to the people, not only of this country, but the people of the whole North American Continent, where we depend upon you for comfort, for safety, for convenience—we trust our lives with you.

A hundred years ago it was not possible for one to leave this city in comfort and wake up in another city, after enjoying a night's rest and living entirely in the hands of the membership of this organization. And I want to say that, throughout Canada, at all events, and, from my short experience in the country to the south, I believe there, also, we find your organization, through its representatives on the different trains, is the outstanding comment of the public because of the extreme courtesy, civility and assistance rendered to those who are using these public utilities.

Your organization is an international one, and it is a pleasure for us to welcome you to this, our city of Toronto. Toronto has welcomed many organizations, as I have said before, but none as important as this, from many standpoints. I understand that in 1907 about 200 delegates represented some 37 or 38,000 members, while to-day you have a membership of 200,000.

Oh, what a wonderful opportunity your organization has, and I suppose you are taking advantage of it, for doing good throughout the countries and the municipalities which you represent. Let your organization continue to wield that influence, so that this Anglo-Saxon race, which we represent here to-day, and these two flags may continue to stand together, for as long as these people and these flags stand together we need fear on foe. (Applause).

Therefore, Mr. President and gentlemen, I am not going to say anything further, because, as I have said before, I have been and will be supported this morning in a very tangible way, first, by my good friend and colleague, Joe Gibbons, then by the Finance Commissioner, who keeps the wheels in motion.

Let me say to you, in behalf of the citizens of this city, I extend to you a most cordial welcome to our city.

I give you the keys of the city, believing that we are absolutely safe in entrusting the keys of the city to this organization, an organization to which has been entrusted the keeping safe of the lives of the citizens of this country and the country to the south. May your stay in Toronto be pleasant. I know it will be educational; I know that your discussions will bring about a betterment of conditions, if that be possible, for your organization. You enjoy the confidence of all the people, and when I see an organization meeting together, as you are meeting here, you are bound to bring about results that will be of benefit to your organization, and from your organization will radiate that which will mean much to make better citizens generally.

Therefore on behalf of the citizens of Toronto, I extend to you the warm welcome of the citizens of this city. Anything you want that you do not see, just ask my colleague, Joe Gibbons, who will give it to you. (Applause).

## Sunrise In The Laurentians

(BY A LOVER OF THE MOUNTAINS)

**H**E who has not witnessed the sunrise in the Laurentians has missed much.

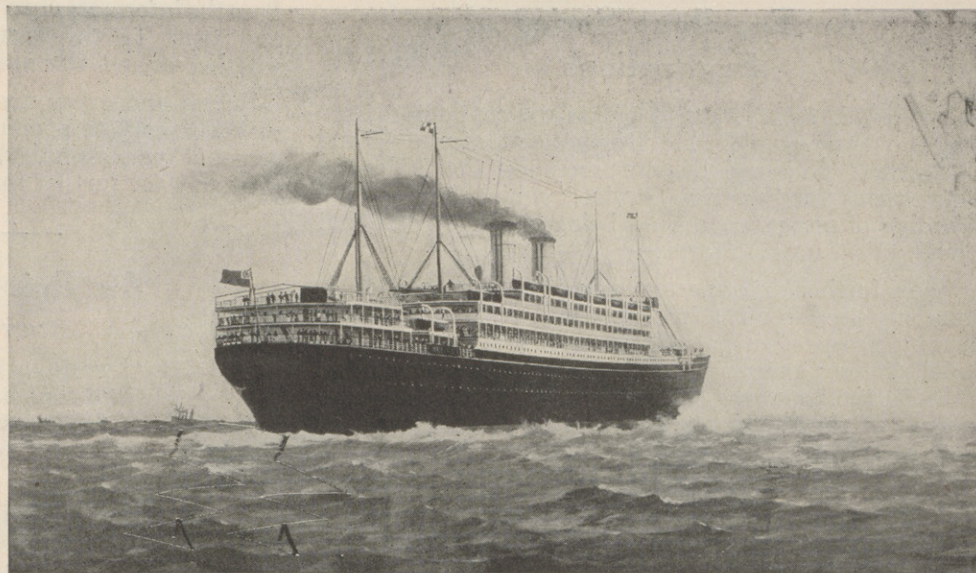
As I lay on my couch in the screened-in porch facing the East all was dark and still, when suddenly it seemed that all the whippoorwills (those sentinels of the night), started calling to each other, each trying to have the last word, as if in protest that their reign was over. At last they quieted down, and then the crows, hundreds of them, flew cawing across the Lake to the woods. The clouds showed up gray, but at last a streak of faint light appeared on the Eastern horizon. As if to greet their chief the clouds gathered at the spot where the light was beginning to show, hurry! scurry! they collected in the East. A faint mauve appeared which, growing gradually brighter turned to shell pink, and all the clouds, their gray now a beautiful rose, reflected their color in the Lake. Brighter and brighter they grew! then as the Monarch of the day approached the horizon, the clouds scattered, leaving an absolutely clear sky, the pink having disappeared and a golden light glowing over everything. As I watched intently to see the first sign of the sun itself, the clouds made me think of loyal subjects who having greeted their King, were now off performing their various duties. At last the tops of the trees on the mountain opposite were touched with sunlight, and soon afterwards I saw the tip of the rim of the golden ball. Soon on my side of the Lake all trees glowed with a yellow light, as slowly the glorious day dawned, and presently a pathway of pure gold shone and sparkled across the water, while myriads of birds vied with each other in their effort to herald the dawn of another day.

An old darkey sat at a window one evening ten years ago, reading his Bible. Said I, "Joe, it does me good to see you so fond of Scripture. What chapter are you reading, may I ask?"

"Well, boss," answered Joe, "dere's a grocer name of Lazarus advertises five quarts of gin for foah dollars, and I'm just lookin' up how to spell dat dere name Lazarus!"



## C.P.R. Empress Service to the Orient



ONE OF THE EMPRESSES ON THE PACIFIC.

AS a further evidence of the enterprise of the Canadian Pacific Railway in providing for its passengers the utmost in direct, swift and comfortable travel, the newly inaugurated Chicago-to-the-Orient service stands out among many other features of this great company's newer and improved services. Between June 12 and October 2, inclusive of those dates, the four Canadian Pacific "Empress" ships will make nine sailings from Vancouver for Japan, China and the Philippines, and in order to accommodate travellers from Chicago and Eastern United States, a special service of steamship trains has been arranged. They will be solely for passengers booked to cross the Pacific, and will not carry day coaches. Their equipment will comprise baggage car, diner, standard sleepers, compartment sleeper, and compartment observation. They will make stops only at important points, except to take on trans-Pacific passengers, and will thus provide the fastest possible service from Chicago to Vancouver. An additional feature of the service is the guarantee afforded of making steamship connections, as C.P.R. Trans-Pacific steamers will be held for their arrival. These solid steamship specials give exceptional service in view of the great distance traversed, it being 2,250 miles from Chicago to Vancouver, and they materially assist in further shortening the time on this route which is already the fastest between middle western points and the Orient. Another important point is the fact that passengers travelling that way have an excellent opportunity of viewing the unexcelled beauties of the Canadian Pacific Rockies by daylight.

The Canadian Pacific "Empress" ships with which this service connects form the finest fleet of passenger steamers on the Pacific, and provide fortnightly sailings between Vancouver, Japan, China, and the Philippines. They were newly built vessels comprising the latest innovations making for swift travel and luxurious comfort for the passengers. A typical ship of this class is the "Empress of Canada." This vessel is a 22,500 ton ship with an over-all length of 627 feet and a beam of 77 feet 6 inches. She has a continuous shelter deck with bridge, promenade and boat decks over, the former extending for the full length of the ship. She is arranged to carry about 490 first class, 106 second class, 238 third class, and 932 Asiatic steerage passengers, with a crew of 547. Of the cargo spaces, a large section has been fitted for the carriage of silk and refrigerated cargo. Her speed is about 21 knots.

The first class accommodation is arranged on the shelter deck, and in addition to the single, double and family rooms there are several special rooms and private suites, the latter comprising bedrooms, sitting rooms and bathrooms. The staterooms are fitted with the very latest type of open wash basin, with supply of hot and cold water. The public lavatories and bathrooms have the most modern improvements in sanitary equipment. A complete system of telephones is connected with the central exchange to the rooms and offices. The dining room is on the upper deck, and will accommodate 325 persons. A large reception room is situated forward of the dining saloon; the passenger elevator is at the fore end. On the upper deck is also a large swimming pool, 30 feet by 18 feet with an adjoining gymnasium and dressing rooms similar to those in the best clubs. The other public rooms are arranged on the promenade deck with a special view to convenience and comfort. The large lounge provides ample room for concerts and moving picture performances, with complete moving picture operating room. There is a long gallery, a specially-designed room for children, a drawing-room, writing-room, smoke room and verandah cafe. Long promenades, and recreation spaces for dancing, games and sports are reserved for the use of passengers.

The second class accommodation is situated on the shelter deck aft, arranged in two and four-berth rooms. These staterooms are fitted like those in the first class. The dining saloon on the upper deck accommodates one hundred persons. The lounge is on the bridge deck aft. In addition to a large laundry, dispensary, hospital, dark room for camera enthusiasts, etc., there are innovations in the steerage food, kitchen and pantry service.

The Canadian Pacific Railway has also arranged a somewhat similar train service connecting St. Paul Minneapolis, Vancouver and western points with the Atlantic ports of Montreal and Quebec from which other ships, similar in style and equipment to those on the Pacific Ocean, sail for England and the European continent. Certain trains give a guaranteed connection with steamships and are proving an important factor in further popularizing the St. Lawrence route to Europe. The voyage down the historic St. Lawrence River combines the pleasures of both a fresh and salt water trip, for, in the two days on the sheltered waters of the majestic river and gulf, passengers become accustomed to the ship and on the Canadian Pacific "Empresses" the voyage is shortened to less than four days on the open sea.



## An Excellent Series of Suggestions

A recent circular issued to agents and conductors from the Passenger Traffic Department of the Grand Trunk Railway System includes the following "Suggestions for Superior Service," which have struck a number of non-railroaders as being unusually excellent in both substance and form:—

"For further information apply to any agent" is commonly used in our advertising matter. It is a means whereby prospective patrons are entrusted to the personnel of the Company for the satisfactory conclusion of the particular phase of business involved. It is also evidence of the confidence placed in the ability of each agent to effectively handle enquiries reaching him in this way.

It is from the personnel—from the rank and file—of the Company's forces that the average passenger receives his first impression. It is upon the service rendered by this important "part" of the Company's "machinery" that in a large measure our patrons' satisfaction or dissatisfaction depends. The public naturally and properly looks to the "Agent" for the "further information" that often means so much in the completion of travel plans.

The average traveller is experienced, and probably has travelled over the same route before. Such travellers, as a rule, need but little assistance. If they do, they have such a clear idea of what they want that it is a very simple matter to give them the help required.

To many passengers, however, a rail journey is a serious undertaking, especially if it is lengthy, involves change of train, transfer, etc. This is where the courteous and well-informed agent is of high value to the Company—where the "science of courtesy" is expressed in its art. Courtesy and efficiency will turn such opportunities into never failing means of gaining goodwill for the Company. Indifference and lack of care will not only void the chance of turning such occasions to good use, but will inevitably react to the disadvantage of the agent who thus fails.

The Company is prepared to provide agents with the proper facilities for conducting its business. It is the part of each agent to see that proper facilities are on hand, and that they are efficiently used.

Tariffs and circulars are issued for the due direction and guidance of agents. Not only should tariff files be kept up to date, but agents should be reasonably familiar with their contents—they should know what each tariff or circular covers, in order that it may be at once referred to when information is required.

If defective or inefficient telephone service hampers the agent in the conduct of his business with the public, or is liable to prove a source of annoyance or inconvenience to patrons, agents should see that proper steps are taken to provide remedy. Such failures should be promptly reported through proper official channels of the Company.

When passengers returning from trips have criticisms to offer, these reports should be courteously received and prompt attention promised. Nothing is so helpful in creating and maintaining proper standards as fair and unbiased criticism, especially if it is constructive. Each patron offering criticism is entitled to have it received thankfully—in every case when receiving criticism it should be accepted that the conditions upon which it is based are correctly stated and in no way exaggerated.

Pass the information to the proper officer to deal with it, and trust to the ensuing investigation to bring out whether or not the foundations were sound.

Each and every agent should deal with inquiries in just as complete a manner, and with an equal sense of personal responsibility, as if the advertising referred enquirers for further information to him alone.

## An Epic of Railroading

(TOPEKA STAR)

IT'S a good world, after all

A world that has produced such a man as Tom Ball is a good place to live and a place that promises better things for our children and our children's children.

Tom Ball was a freight conductor on the Orient railroad. He was one of those fellows upon whom there were piled such loads of wrath and calumny not so long ago, when a strike against a radical reduction of railroad wages was contemplated. You may remember that a certain section of the press would have had you believe at that time that freight conductors were overpaid, underworked gentry, bolshevik in sympathy and hellward bound in spite of generous treatment.

Tom Ball is dead now. He gave his life that a pair of poor people at Harper, living beside the railroad tracks, might have their beloved little son remain with them. He loved his own father and mother well, and had remained single that he might provide for their old age out of his modest salary. But he was in his forties, and he held that such a man is bound to give his life for that of a little boy, who may live long and do much in the years that are ahead of him.

The little boy of six years was wandering among the rails, as babies of poor folk who live beside the tracks often will do. Tom Ball was on the rear platform of his caboose, as it bore down upon the youngster. Instinctively he knew it was too late to stop the train, too late to do anything but die for that child. He did not hesitate. Over the rail he went, and threw the lad to safety, while the cruel wheels ground out his life.

For every joy there must be grief. The aged parents of Tom Ball will have but a black time, except for the light of faith and hope which, burning like the star above the stable in Judea, beckons them on through the gathering dusk to a dawn that fadeth not away. They have not lived in vain, for they have given to this questioning time a hero unexcelled.

There will be joy in the humble home of the Yoder family at Harper, where warm hearts full of love beat beneath the unpretentious exterior of these parents whose wealth is immeasurable, for it is their child.

It is proposed to apply to the Carnegie Hero Fund for a medal commemorating the heroism of Tom Ball. His parents will value such a token of appreciation, without a doubt. But in their hearts they carry that which is of far greater value—the consciousness that they gave to the world a true man in a time when truth and manhood are the crying needs of the hour.

God works in a mysterious way. When darksome things are hiding the light from the eyes of men, God Almighty brings forward a Tom Ball.

While such men ride upon our freight trains, walk upon our streets and share with us the sweetness of their souls, this will be a good old world.



## Facts of Interest about EATON'S

### *The Store and the Principles of EATON Service*

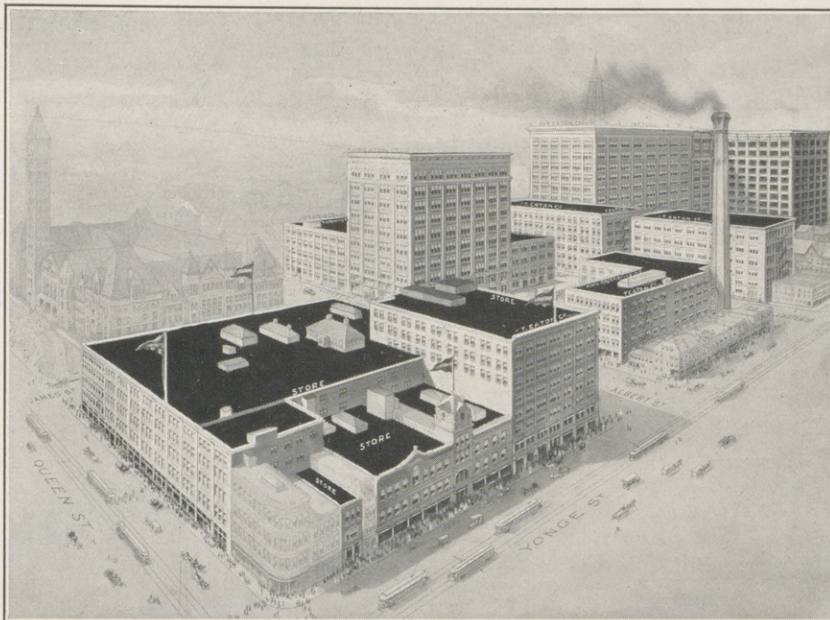
**EATON'S** is one of the great Canadian business centres, gathering in and distributing merchandise from the four corners of the earth, keeping open the channels of communication between East and West and North and South, between our immediate neighbors and the far countries of Europe and the East.

But how did it attain its unique position? For it had lowly beginnings — a little two-storey Store, at the corner of Yonge and Queen Streets, Toronto. The answer may be given in one word—"Service."

Its founder, the late Mr. Timothy Eaton, adopted as a motto: "The greatest good to the greatest number." Thus was inculcated that most important idea of Service which finds expression in the Store policy of: "Goods satisfactory or money refunded."

The effort to give "better service" was responsible for the opening of a "Research Bureau"—an Efficiency Department, and Delivery System which represents the highest development of organization in this regard.

There are many conveniences of special interest to visitors—such as Rest Rooms, Postal and Telegraph Offices, Checking Rooms, Pay Telephone Stations, Grill



and Dining Rooms, Cafeteria and Light Refreshment Counters. You are cordially invited to make use of the Store Conveniences and Service at any time.

**THE T. EATON CO. LIMITED**  
TORONTO AND WINNIPEG

Superior Brand Asphalt Mastic laid on Summerhill Ave. Bridge, Canadian Pacific Railway Grade Separation, North Toronto.

### Contractors

for

### BARRETT

Specification

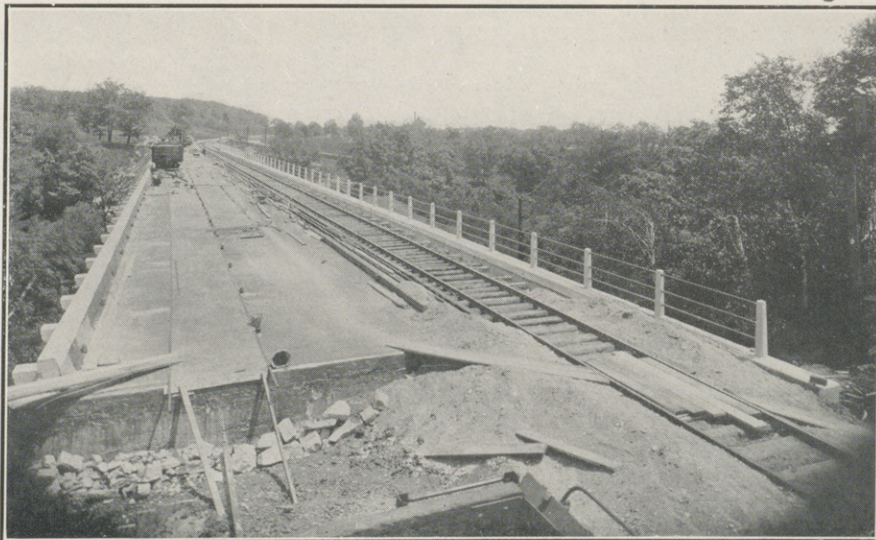
Roofs



Built Up

### ROOFING

of all kinds



### Contractors

for

Ventilating  
Systems,

Skylights,

Cornices



### SHEET METAL WORK

of all kinds

**Carmichael Waterproofing Company, Limited**

HEAD OFFICE:  
**TORONTO**

**CONTRACTORS**

BRANCH:  
**WALKERVILLE**



## Alfred Price Retires After Forty Years of Service

Rose from Messenger Boy to General Manager, Eastern Lines,  
Canadian Pacific Railway. (By "The Canuck.")

THE temporary retirement of Mr. Alfred Price, General Manager of the Canadian Pacific Railway, Eastern Lines, will be heard with sincere regret by many people in all parts of the American continent. For forty years he has given of his best to the service of the Canadian Pacific, and now, while yet comparatively a young man, he is unwillingly compelled by illness to accept extended leave. That he will be greatly missed both by the executive of the Company and the many officials and employees with whom his daily duties brought him into intimate contact, goes almost without saying, for his experience and his ability are high and his popularity widespread.

Alfred Price is more than a railwayman. He is a philosopher, student and practical Christian and a lover of good books of all kinds and of all mankind—particularly boykind. For youth he has always reserved a special corner of his great, big heart and from the varied experiences of years of railroad life he has absorbed that wisdom which has exercised so potent an influence over the many young men, who, at one time or another, have come under his guidance. He will be greatly missed—that there is no doubt.

Born in Toronto on December 6th, 1861, he was educated in the public schools and the School of Practical Science. His university training came from "The College of Hard Knocks" in the world of practical experience. He began his business career as a telegraph messenger for the Montreal Telegraph Company and it was never charged against him that he delayed the delivery of important messages by reading the comic supplements or perusing Nick Carter on out-of-the-way doorsteps; on the contrary, all the telegrams he carried were "Messages from Garcia" and they reached their destinations promptly.

Four years later he was telegraph operator and clerk in the service of the Credit Valley Railway, two years afterwards taking charge of car accounting and records. When the Credit Valley was taken over by the Canadian Pacific, promotion continued to dog his efforts for the following year he became despatcher, then car distributor and finally chief despatcher.

In 1898, he became superintendent for the Canadian Pacific, Bruce Division and Toronto Terminals, then superintendent at Fort William. From the lake head he moved to Winnipeg as Superintendent of Transportation, Western Lines, then General Superintendent, till in 1907 he was appointed to the superintendency at Calgary. In July, 1913, he was advanced to the position of Assistant General Manager of Eastern Lines at Montreal, and in 1918, General Manager. This position he held until his recent retirement.

To his circle of friends, Alfred Price is the very soul of geniality and honor, possessed of many estimable qualities which have endeared him to all who know him. Like Col. George Ham, he has a fund of interesting stories and reminiscences. It is said

of him, with truth, that his "right hand does not know what his left is doing." Charity with him begins—but it never ends.

Anyone who has travelled with him—and their name is legion—is not likely ever to forget the journey. Perhaps the drinking glass may be dripping in a most inexplicable manner; the plates and dishes may mysteriously tip and dance; the contents refuse to come out of the salt and pepper castors, the cigar you are handed prove to be the finest Havanese "tow," or a hundred and one other practical jokes descend upon you—all harmless, laughable, entertaining; and the best of the joke, of course, is that everybody else but you is in the secret. When off duty, the pranks and tricks he used to play on his guests were unending but when on duty. "Business was Business."

In the old days when the president used to make periodical inspection trips over the line, everybody was on the "qui vive." As the rank and file said, "The president isn't coming out here to pin bouquets on to us but to pick holes; that's the president's prerogative and duty, so look out." On one such trip, between Swift Current and Medicine Hat, the president sent for Mr. Price and pointed out to him that Numbers So-and-So and So-and-So were running six and a quarter minutes late. Mr. Price, though he didn't believe it, for he had cautioned every mother's son on the division to be on his toes that day, and knew he could rely on them, wired back from the next station and got confirmation that they *were* "on time." He then went to the president's secretary and asked for the running time-table from which the time had been taken, looked it over and reported to the "old man" that he was mistaken.

"How's that," said the president, peering over his glasses and pointing to the time sheet and his watch, "I say they're late—six and a quarter minutes late at So-and-So."

"Well," said Mr. Price, smiling quietly, "if you are figuring local time on an out-of-date timecard, of course, they can't be anything else but late" and he withdrew quickly.

One of the finest things about Alfred Price is his never-change-ability, the firmness of his friendship be it rain or shine; and it is safe to say that when he returns again to his duties after an enforced absence, he will find the heartiest of welcomes from all sides.

The "Canadian Railroader" wishes him "Bon Voyage" and a prompt recovery.

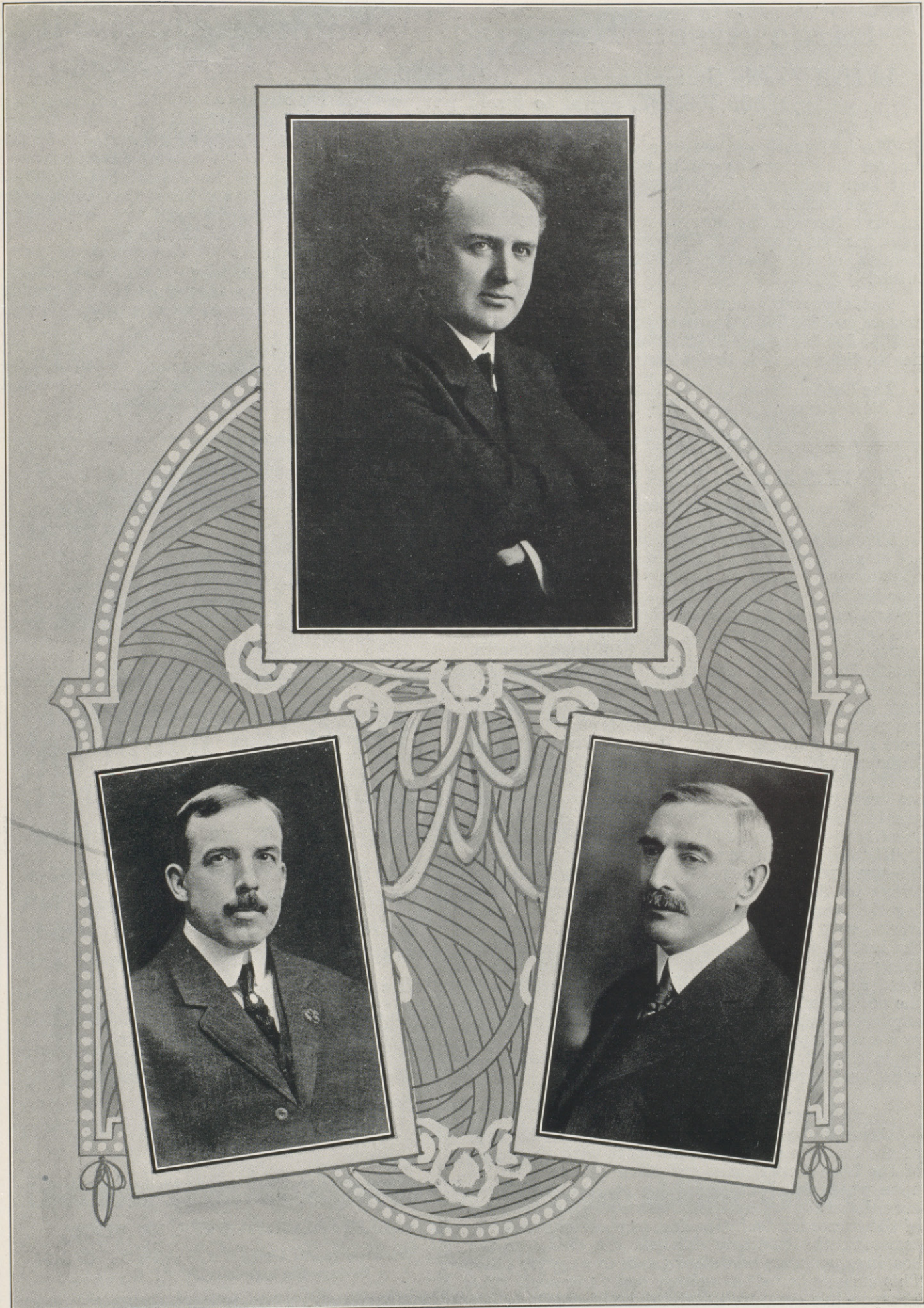
Mr. Price's leave of absence necessitates a number of changes in staff personnels. Mr. John J. Scully is appointed general manager, Eastern Lines and Mr. George Hodge is appointed assistant general manager, Eastern Lines.

John J. Scully.

John J. Scully was born on February 3rd, 1872. On January 4th, 1887, he joined the service of the

(Continued on page 62)





Left: GEORGE HODGE

Top: JOHN J. SCULLY  
(See opposite page.)

Right: ALFRED PRICE



## Large Assets Reported by Bank of Montreal

In Half Yearly Statement Assets Total \$653,869,071. Liquid Assets stand at \$335,366,697, equal to 56.42 per cent of Public Liabilities

The half-yearly statement of the Bank of Montreal for the six months ending April 29th, which has just been published, is perhaps of special interest this year because it shows that it has been possible to carry through the absorption to The Merchants Bank without in any way disturbing the usual strong position of this leading Canadian financial institution.

The statement shows that the Assets have increased to \$653,869,071 and of this amount the sum of \$335,366,697, equal to 56.42% of the total Liabilities to the Public, is in the form of Liquid Assets.

The Capital Stock now stands at \$27,250,000 and the Rest Account at an equal amount.

The Profits for the half year amounted to \$2,221,426, and this added to the balance carried forward from the previous year, made a total of \$3,723,072 available for distribution. From this amount two quarterly dividends of 3% each are deducted, as well as the war tax on the Bank's note circulation, amounting to \$115,897. A reservation of half a million dollars was also taken from the profits for Bank Premises, and the sum of \$1,050,000 credited to Rest Account. The balance carried forward amounts to \$579,675.

A feature of the statement is the large total of savings deposits. These amount to \$401,852,088, while the deposits not bearing interest amount to \$142,576,318., making a total of \$544,428,406.

### The Trials of Anglo-Indian Engine-Driver.

(By George Cecil.)

The trials of the white engine-driver in India, if not as numerous as the hairs of his head, are sufficient to worry him into an early grave. During the dreaded "hot weather" (which lasts from the middle of October till early in April) he works in a muggy, enervating atmosphere, or in a dry heat which scarcely is less disastrous to the European's health. Should the unhappy man incur the dislike of an official—and the exiled locomotive Superintendent is very easily affronted—he may say good-bye to all prospects of the promotion, even though his good work entitles him to favor. If illness (arising from circumstances against which, owing to the climate, he is powerless) overtake him, he may lose a none too well paid job, and—unhappy man—have the greatest difficulty in finding another. A constant succession of "transfers" make so huge a hole in the thrifty fellow's savings, that when he is entitled to the small pension allowed by the company, or by the Provident Society, to which he has subscribed during the whole of his service, he is forced to seek work—with a view to making ends meet. And, at the best of times, the social life is not the sort of thing which appeals to an intelligent man with a mind above two-penny half-penny tittle-tattle and the society of mentally deficient half-caste railway employees, who, in some cases, are scarcely an improvement upon the colored people.

In a word, the Anglo-Indian engine-driver has a great deal to put up with.

#### A Thorn in the Flesh.

After strict sobriety and punctuality, the care of the driver's engine weighs most with the heads of the Loco Department and other official bigwigs upon whose word his promotion rests. He is, however, handicapped at the outset by being deprived of the necessary facilities, for, in place of a reliable assistant, the company entrusts the oiling of the bearings, cylinder and other parts to a native oiler. This curious being has neither sense nor soul. The irresponsible creature never thinks of anything but

his mid-day meal of boiled rice and rancid butter, or the number of rupees pay he will receive at the end of the month. Going about his work in an apathetic manner, he over-fills one oil-cup, thus wasting the oil, and, consequently, getting the driver into trouble with the Storekeeper's Department, and stinting others to such an extent that a red-hot bearing may bring the train to a standstill while the damage is being remedied. Indeed, to him the oilcup, or the

(Continued on page 53)

**Thrift is a habit that should be cultivated, not merely as a provision for the future, but because of a desire for advancement and full achievement, and for the sturdy independence, the happiness and the contentment that it brings. The best way to cultivate thrift is to save regularly by putting your spare dollars in an interest-bearing Savings Account in the**

**Bank of Montreal**

ESTABLISHED OVER 100 YEARS

Branches in All Important Centres in Canada—  
Savings Departments at all Branches.



sight-feed lubricator, represent a vessel which must be filled at stated intervals—or, rather at indefinite intervals, should it be his exasperating habit to replenish them only when he remembers his duties. Naturally, the addle-pated fellow does not understand why they should be filled; and were a good-natured driver to take the trouble to explain the part they play in the interior economy of the engine, Ram Dam would merely blink his childlike eyes and exclaim: "The wisdom of the *Sahib* is even more boundless than the wide waters of the great Ganges." Should the unsophisticated oiler be asked what would happen if the supply of two drops per minute to the cylinder were discontinued, he is certain to reply: "*Khuda janta*" ("God knows.")

If inclined to be loquacious, the brown-skinned minion might add: "Protector of the poor! What does this poor man know about the wonders of which you speak? It is his business to eat and drink; to save money; to secure fat jobs for his sons, and to please the manager *Sahib*. Not to think about the reason for anything."

#### Head Winds

In some districts head winds, which often blow powerfully, delay the train far beyond its scheduled time—and the driver may, as the soldier says, "be for it." Or the bad coal, with which the furnace is fed, causes further delay—a fact which is not always taken into account by the flint-hearted authorities in whose hands the drivers' destinies lie. As to accidents, should the slightest blame be fastened on the driver, he will suffer accordingly.

Meanwhile, the man who has a good record may, in his comparative old age, secure an office job—the summit of the driver's ambition. But he seldom gets beyond the honor and glory of driving the mail train.

GEORGE CECIL.

#### McFactum--a Legal Success.

When McFactum died, four years ago, he left a considerable fortune, and his three children well married. Although a man of but middling talent, he built up a large practice. How? By the sedulous "cultivation" of men and women distinctly below his social level, whom he flattered by a well-maintained deference and an untiring friendliness. He had a sharp eye for "rising" men, and he focussed his attention upon them. On a committee he would propose A.B. for the chair; or C.D. for the honorary treasurership. For his part he was always ready to transact the hard, dull routine of a secretary's work. His post more than once gave him grand-stand seats to distribute on parade days, and on national festivals. From first to last he never lost sight of his single aim,—to attract and to keep gainful clients. He was a handsome man, and grew handsomer as he grew older. He and his wife were never happier than when they were entertaining newly-rich contractors or financiers, who, in their turn, rejoiced greatly to be the honored guests of one of the first families of Virginia,—of America, for that matter.

## The Railroadmen's Reliance for Accident and Health Insurance The Globe Indemnity Company of Canada

(Formerly The Canadian Railway Accident Insurance Co.)

#### Head Office: MONTREAL

This Company has made a specialty of Railroadmen's Accident and Health Insurance since the date of its inception and has insured more railroadmen and paid more in claims to them than any other Company in Canada

#### PROMPT AND LIBERAL SETTLEMENT OF CLAIMS

T. KEHOE, Calgary  
OWEN McGUIRE, Edmonton  
ANDREW LAKE, Winnipeg  
GEORGE PIKE, Winnipeg  
R. F. FISHER, Winnipeg  
E. E. WEST, Brandon

LEWIS O'BRIEN, Fort William  
W. AUBRY, North Bay  
W. F. WILSON, Toronto  
J. M. STARKE, Farnham  
E. PINARD, Montreal  
J. A. PELLETIER, Montreal  
R. T. MUNRO, Montreal

A. M. McLELLAN, Moncton  
T. P. McKENNA, St. John  
ROBERT F. KERR, New Glasgow  
B. F. PORTER, Truro  
A. Y. McDONALD, Glace Bay  
J. R. STEWART, New Glasgow

#### Policies Guaranteed by

THE LIVERPOOL & LONDON & GLOBE INSURANCE COMPANY, LIMITED

**ASSETS OVER \$70,000,000.00 (Seventy Million Dollars)**

J. GARDNER THOMPSON  
President

R. E. PATTERSON  
General Manager & Secretary



## OLD STOCK ALE

*Dow*

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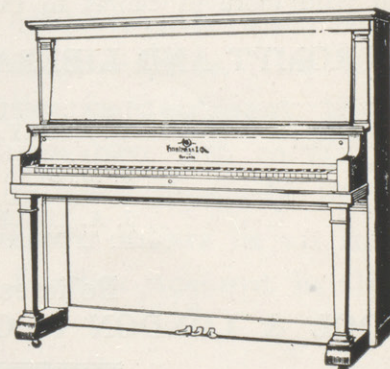
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## Sir Isaac Brock, Saviour of Canada

By Frank Yeigh, in Army and Navy Magazine

There were great doings away back in 1812, in the western part of Upper Canada—the Ontario of to-day. There were not only rumors of war but finally war itself, when the United States, under President Madison, so declared it as against Great Britain.

The approach of the anniversary of the taking of Detroit by Brock, on August 16, 1812, makes the retelling of the story not with the object of reviving long-buried animosities and stirring up long-dead discussions, but simply to refresh our memories with this relatively ancient history.

It is necessary to start a few months before "the famous victory" in order to get its proper setting. It is the prelude to a far-off drama enacted on the banks of a great international river, since when there has been amity and concord and never so thoroughly as to-day.

When war was actually declared, it was a fortunate day for the sparsely settled Canada of that period that Sir Isaac Brock was the joint military leader and head of the Legislature of Upper Canada, acting as administrator. A soldier from the age of fifteen, he had already seen many years of active service in different parts of the world, serving his apprenticeship under such men as Abercrombie, Nelson and Sir John Moore.

June 18, 1812.

The 18th of June, 1812, was the date of the war challenge. Madison is alleged to have said that he had waited until Canada, like a ripe pear, would drop into his hands, but like many another prophecy, it fell far short of coming true. Canada proved on the contrary, as someone has well said, a graft so healthy and firmly and well assimilated to the old trunk that nothing but the destruction of the parent tree could bring about its dismemberment.

The outlook for the baby colony was dark and gloomy indeed. The entire available force in Upper Canada numbered less than five thousand—regulars, militiamen and Indians—to defend a frontier from Kingston to Niagara and Sandwich. Divided into seven detachments, covering as many widely separated points, it will be seen what a ridiculously small force could be gathered at any one centre.

"When hostilities were declared, it is not possible," writes Kingsford, "to conceive a country less prepared to enter into war than Canada. The population of Lower and Upper Canada was under the half-million mark, hundreds of miles of river frontier were open to attack and there were less than five thousand regulars for all these leagues of length. Against this limited defence the United States with its six million of people had men and money sufficient for a vigorous campaign."

Immediately on the outbreak of the storm, Brock rallied his little force, called the Legislature together, and with some difficulty passed some needed legislation. One wonders what would have happened if the Guernsey leader had at the start or any time thereafter lost heart or talked failure. "His

but to do and die," his brave attitude toward the foe and the problem won the war before a single battle was fought.

Now let us come closer to the Detroit siege and capture. Brigadier-General Hull had weeks of advantage in point of time, which enabled him to gather a force of 2,500, occupying Fort Detroit shortly after the day of the war declaration. In less than a month, on the 12th of July, he sailed across the river and occupied Sandwich, from which ancient town he issued his famous proclamation that hardly stands the test of time or genuine war-like diction. As Madison failed to live up to his ripe-pear simile, so Hull failed to make good the promises or boasts of his celebrated document.

Brock was at Fort George when a week or two later he received notice of the invasion and read the manifesto. From that decisive moment, things began to move. Brock also issued a message: "Arise

(Continued on page 58)

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Backache tells of kidney trouble, as nearly everybody knows. And kidney trouble is likely to be serious unless prompt action is taken to secure relief.

In the background there is Bright's disease as a natural development unless the kidney action is corrected by such treatment as Dr. Chase's Kidney-Liver Pills.

No treatment can afford such prompt relief for kidney trouble because Dr. Chase's Kidney-Liver Pills awaken the action of the liver and the bowels as well as the kidneys and ensure a thorough cleansing of the whole filtering and excretory system.

Ordinary kidney treatments often fail because the intimate and sympathetic relation of the liver, kidneys and bowels are not taken into consideration when they are prepared.

Hence the outstanding success of Dr. Chase's Kidney-Liver Pills in the treatment

of complicated derangements of these eliminating organs.

By the use of Dr. Chase's Kidney-Liver Pills you not only obtain relief from pain, but poisons are rid from the system and serious developments are prevented.

### **Lame Back Two Years**

Mr. John G. MacQuarrie, Loch Ban, N. S., writes:—“I suffered a great deal from lame back for over two years. I tried different kinds of plasters, and spent thirteen dollars on different kinds of kidney pills without receiving any benefit. A friend advised me to try Dr. Chase's Kidney-Liver Pills, I got one box, and before it was finished I was entirely freed from lame back.”

(Mr. MacQuarrie's letter is certified correct by Angus Kennedy, Justice of the Peace)

## **Dr. Chase's Kidney-Liver Pills**

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in a body, exert your energies, co-operate cordially with the King's regular forces to repel the invader, and do not give cause to your children, when groaning under the oppression of a foreign master, to reproach you with having so easily parted with the richest inheritance of this earth—a participation in the name, character and freedom of Britons." Fine words surely, words that make the heart beat faster a hundred years or more after. When these striking sentences are compared with Hull's appeal to the Canadians "to be freed from the tyranny under which they groaned and the injustice from which they had suffered, to be emancipated from that tyranny and oppression and restored to the dignified station of freedom," indicates the gulf between the two official utterances.

It will ever be a matter of pride that the few scattered settlers of that remote and pioneer day responded so promptly and effectually to the call of country, though there were some elements of disloyalty to be met. The assisting militia were the honest yeoman of York, Lincoln, Oxford and Norfolk militia. Mr. Douglas Reveille in his recent History of Brant County, has an interesting chapter on the enlistment of volunteers from that section of the province and in the list of names given, one acquainted with local history recognizes the names of many a well known family of the present day.

I will pass over detailed mention of the preliminary skirmishes that marked the opening of the campaign along the Detroit, although Hull met some setbacks that seemingly affected the morale of his Ohio troops. The outpost actions at River aux Canards and the capture of some of Hull's men and munitions and valuable official documents also showed the stuff the defenders, both white and red men, regulars and militiamen, were made of. Hull was evidently not going to have what more recent slang would have termed "a walk over."

Let us come a little closer still to the scene. Detroit instead of being a city of a million as to-day, boasted of only 160 houses and a population of less than a thousand, chiefly of French descent. On a hill in the rear of the village stood the Fort, with embankments twenty feet high, a deep and dry ditch and a double row of pickets. Before Hull's arrival, the little garrison numbered less than a hundred, with guns whose range was only as far as Sandwich, which it bombarded, and which, as we have seen, was occupied by Hull's army early in July.

Let us also come closer to Brock and his plans.

Brock had resolved to enter upon active operations, contrary to the views of Colonel Proctor, the second in command. His genius suggested to him

that it would probably have the best effect on the whole population of the province. It would silence the disloyal, affirm the wavering and make assurance doubly sure with the U. E. Loyalists who, like their sires, were prepared to risk all to maintain the united empire. Consequently he resolved to cross the river and attack Hull in his position.

Brock, in a letter to his brother, afterwards adds: "Some say that nothing could be more desperate than the proposed measure of attack, but I answered that the state of the province admitted of nothing but desperate remedies. I have succeeded beyond expectation."

It took but a few days to marshal a small force at Burlington, which marched past the present site of Brantford and so on to Long Point as the rendezvous on Lake Erie. As always, the loyal militia responded to the urgent call, 260 men from Norfolk and Oxford helping to swell the miniature army, along with a detachment of the glorious old 41st Regiment, which seems to have been on the spot all over the country wherever and whenever an emergency arose. A fleet of nondescript boats, little open craft all of them, were offered for the use of the military. It must have been a stirring scene as these pathfinders and trail-blazers of the early to the scene of action. Never had the world seen such a miniature fleet, as it made its way along shore for five weary days to Amherstburg, the men enduring all kinds of exposure and discomfort without complaint and in such a way as to bring from Brock the warmest praise.

Simultaneously with this troop movement by water, Brock had assembled an even smaller force from the Thames County, mostly composed of militia and Indians under Proctor, which also hurried to the threatened district.

#### Brock Meets Tecumseh

On arriving at Amherstburg, where the old block house of Fort Malden still stands, Brock sought an early meeting with Tecumseh, the great Shawnee chief, who, with his tribesmen, were on Bois Blanc Island. This first meeting of the two leaders must have presented a dramatic picture: the commander-in-chief at the head of his mixed force of regulars and volunteers, the latter still clad in their homespun and buckskin and carrying the weapons that belonged to the log cabin and the forest chase, while a thousand dusky sons of the wilds ranged behind their tall and stalwart chief. The story has survived the years that when Brock and Tecumseh met, the latter eyed the white chief with keenness of vision and then voluntarily exclaimed in his own tongue a word that meant, "There is a Man," and Brock could have replied in kind. We owe much to the Indians who, like Brant and Tecumseh, remained loyal, under strong temptations, to the British cause, and a due share in the ultimate victories belonged to them.

In the meanwhile Tecumseh had captured a small United States force. This incident, associated with the other set-backs, no doubt did much to weaken the morale of Hull's men and to hasten the final events. On August 7th, Hull recrossed the Detroit to his fort, as news of the arriving reinforcements under Brock reached him. Batteries were placed in position along the Canadian shore, which were used in bombarding the American stronghold. Brock lost no time in sending a demand for sur-

(Continued on page 59)

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render by the hands of his aide, Lieut.-Colonel Macdonnell (who was so soon after to lose his life, together with his chief, at Queenston) and Capt. Gregg. Hull, however, met the demand with an equally unequivocal refusal. Then there followed a long-range duel of big guns across the broad stream, Brock having five British guns at his disposal, and Hull seven. For hours the air was rent with the stormy duel. As later at Queenston and Stoney Creek, the British and Canadian force was greatly outnumbered by the enemy, who in the case of Detroit, had the advantage of time and a relatively strong fortress.

Now the Indians come into the picture again. During the night Tecumseh, with a force of several hundred, crossed the Detroit secretly, landing five miles from the fort, where they lay concealed until Brock and his troops also crossed the river for a definite attack. It was another case where Brock did not hesitate to take prompt action, even though he had with him only 30 of the Royal Artillery, 250 of the 41st Regiment, 50 of the Newfoundland Regiment, 400 militiamen and some 1,300 Indians. A little British gunboat, the Queen Charlotte, anchored in the river, rendered valuable aid in the siege, while the British battery at Sandwich got the range, its shells creating consternation in the crowded fort, where one fell in the mess room, killing a group of officers.

When Brock was within a few hundred yards of the enemy's stronghold, Hull, realizing the spirit of the attackers and the condition of his own force, sent a flag of truce and the siege was lifted. Again it must have been a dramatic meeting when Brock

and Hull met in the palisaded quarters, and, as often before and since in the world's wars, swords and flags were exchanged and much history was thereby made.

Terms of capitulation were speedily decided upon, on this strange and eventful Sabbath day of long ago. At high noon the surrender was officially made; the 2,500 men of Ohio and Michigan, who had joined the standard of General Hull, became prisoners of war. Comparatively large stock of armaments and stores, together with 23 pieces of cannon, 2,500 stands of arms and an armed brigantine, became much-needed spoils of war, for the Canadian militiamen were dangerously short of effective firearms. The American militiamen and settlers were allowed to return home, while the General and his staff and their regulars were sent to Montreal and Quebec as prisoners.

Hull was exchanged for thirty British prisoners, and afterward tried by a United States court-martial, presided over by General Dearborn, for yielding up Fort Detroit. He was found guilty of cowardice and unofficer-like conduct and sentenced to be shot, but President Madison remitted the death penalty and the threatened punishment, in April of 1814, and thus Hull passes into oblivion, leaving a great gulf between the threats and boasts of his proclamation and the final issue of his brief military career.

Alexandre Dumas used to say, "Good plays are not written, they are re-written."

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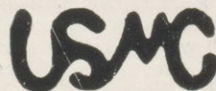
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## MOVIE IDOL TO DO A MOUNTAIN-CLIMBING MARATHON



**C**HARLIE CHAPLIN wants to make a picture in the Canadian Pacific Rockies. In preparation of such a picture he plans to spend his next vacation in tramping over those mountains; no little patch-worky climbing for Charlie, but a hike right across the Rockies.

He is convinced that in the Canadian Pacific Rockies he will find the ideal location for a big picture, something that will make the movie fans sit up on the edges of their seats. While the Comedy King has not a personal knowledge of Canada's wonderland, he is by no means ignorant of its possibilities and beauty. Among the books

which he studies during his leisure hours are three huge volumes filled with Canadian data and pictures and with their contents he is thoroughly conversant.

The Chaplin Canadian pictures will be along entirely new lines; the familiar popular and somewhat overworked red-coated Mounted Police will not be featured, but something as interesting is promised. The mirth-provoking Charlie has his serious hours, too, and a keen business sense that is put to work in seeing that the public gets what the public wants. He has a story in view in which the greater part of the action occurs in picturesque parts of Quebec and Manitoba.

Visitors to the Rockies during the next few seasons may expect to meet Charlie on out-of-the-way mountain trails. They may fail to recognize in the knickerbockered, efficiently shod young climber, the baggy-trousered, splay-footed screen favorite, but it will be Charlie Chaplin getting a close-up of the wonders of the Northland, the wonderland that he means to put on the silver screen for the delight of the adoring public.

Devotees of Chaplin antics are already anticipating joy in seeing upon the screen, their idol's acrobatic efforts at mountain climbing and hair-breadth adventures in the regions around Banff and Lake Louise.



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If it is Steel or Iron we have it.*

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WINNIPEG - CANADA



## Alfred Price Retires After Forty Years of Service.

(Continued from page 50)

Canadian Pacific Railway as office boy in the offices of the car accountant, Montreal. He successively filled the following positions: February, 1888, clerk car accountant's office, Montreal; August, 1890, clerk to superintendent, Montreal; April, 1891, clerk to assistant superintendent at Farnham; March, 1893, clerk in the mechanical department, Montreal; September, 1894, clerk mechanical department, Toronto Junction; March, 1898, assistant to master mechanic, Toronto Junction; August, 1901, assistant to master mechanic at Winnipeg; August, 1902, chief clerk, general superintendent's office, Winnipeg; June, 1903, assistant superintendent, Western division; July, 1903, chief clerk to assistant general manager, Winnipeg; April, 1904, assistant superintendent at Brandon; August, 1904, superintendent, Brandon; November, 1906, superintendent at Kenora; May, 1910, superintendent Western division; July, 1910, General superintendent, Saskatchewan division; April, 1912, general superintendent at North Bay for Algoma division.

George Hodge.

George Hodge was born in October, 1874. In March, 1890, he entered the service of the Canadian Pacific Railway as clerk in the general passenger department, Montreal. Promotions following were: August, 1890, clerk to assistant to president, Montreal; May, 1892, secretary to vice-president; Feb-

ruary, 1897, chief clerk to vice-president; March, 1907, superintendent of terminals, Montreal; March, 1911, superintendent at London, Ontario; February, 1912, general superintendent at Montreal; June, 1915, assistant to general manager, Eastern Lines, Montreal; October, 1918, assistant to vice-president.

### THE SMILE HAS IT

Those who are feeling depressed at the labor troubles through which we are passing would receive a good tonic if they took a walk through White-chapel, for on the notice-board of a certain church there the following piece of anatomical pleasantries has been painted:

To frown you use 64 muscles, but only 13 to smile!

It is easier to smile than to frown!

A native returned home after an absence of twenty years. He asked for news of Michael Cassidy, a friend of his youth. He was told that two months ago Cassidy was drowned, leaving an estate of more than a million dollars. Said his informant, "And Michael could not read or write—or swim!"

Suitor—Mr. Perkins, I have courted your daughter for fifteen years.

Perkins—Well, what do you want?

Suitor—To marry her.

Perkins—Well, I'll be hanged. I thought you wanted a pension or something.

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# Here Is More Proof

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## Dr. CHASE'S NERVE FOOD

### Sleepless Nights

Mr. A. McKeever, 91 Cambridge St., Ottawa, Ont., writes:—"I assure you that I can sympathize with anyone troubled with sleeplessness. For months, after retiring, I would toss and turn, very often until the early hours of the morning. Some time ago I was advised to try Dr. Chase's Nerve Food as a remedy for this. I did so and in a short time was enjoying a good night's rest. I will always have a good word to say for Dr. Chase's Nerve Food."

### Mental Strain

Mr. D. F. Armstrong, R. R. No. 3, Mallorytown, Ont., writes:—"Through overwork and an extra amount of mental strain, I became very nervous and run-down. I began using Dr. Chase's Nerve Food, and they certainly seemed to touch the right spot. It almost seemed for a time as though I fairly lived on them, and I can recommend this treatment to anyone requiring a medicine of this kind."

("Sworn before me at Mallorytown, this 7th day of March, 1921.—D. S. Clow, J. P.")

### Rheumatism

Mrs. Irvine Collins, R. R. No. 2, Simcoe, Ont., writes: "My husband suffered from rheumatism and his stomach was in a very weak state. He was unable to eat fruit of any kind. He tried three doctors, but received no lasting help. I happened to be in a grocery store one day when I overheard a man telling of using Dr. Chase's Nerve Food for rheumatism. I immediately bought some for my husband, and he used it with excellent results. He can go to bed now without being tortured by rheumatism and is able to eat fruit without its affecting his stomach. I also know of many others who have been benefitted by Dr. Chase's Nerve Food. We think it is splendid."

### Restore the Blood

Faulty blood and improper nourishment of the nerve centres is the source of many troubles.

From lack of nervous energy the vital organs are weak and sluggish in action—the stomach fails to digest the food—the liver and kidneys are slow in filtering the impurities from the blood—the bowels become constipated.

By restoring the blood and nerves to normal condition by the use of Dr. Chase's Nerve Food you overcome these annoying irregularities which, if neglected, lead certainly to serious disease.

### Health Built-Up

Mrs. H. Alchorn, 23 Gerald St., Charlottetown, P. E. I., writes: "Dr. Chase's Nerve Food was recommended to me by an aunt who used it while passing through the change of life and was completely built up by its use. From my experience as a wife and mother I find that the majority of users are women, especially women passing through the change of life; next by young mothers to regain strength after baby comes, and also by mothers for their young daughters entering their womanhood. While it is good for all classes of humanity, I am sure it is especially so for women as they seem to be troubled most by nervous diseases."

### Severe Headaches

Mrs. Geo. J. Johnson, R. R. No. 3, Listowel, Ont., writes:—"For some time I suffered from a run down system, nervous debility and severe headaches. I heard Dr. Chase's Nerve Food recommended so much that I decided to give it a trial. After using several boxes I am now able to do my work, and sleep and eat well. I can safely recommend Dr. Chase's Nerve Food to all who suffer from nervous troubles."

### Had Rheumatism and a Weak Stomach

Mr. Charles R. Tait, Newtown, Kings Co., N. B., writes:—"I suffered with rheumatism and my stomach was in a very weak state. I could eat no fruit of any kind and suffered nearly all the time. I tried several doctors but got no relief from any of them. I was in a drug store one day and overheard two men talking—one was telling the other about Dr. Chase's Nerve Food having relieved him of rheumatism. I bought a box, thinking it would result like all the rest of them, but after taking this one box, I felt so much better that I took two more, and now I can eat anything and do not suffer any more with rheumatism. I will gladly recommend Dr. Chase's Medicines to anyone who wishes to inquire."

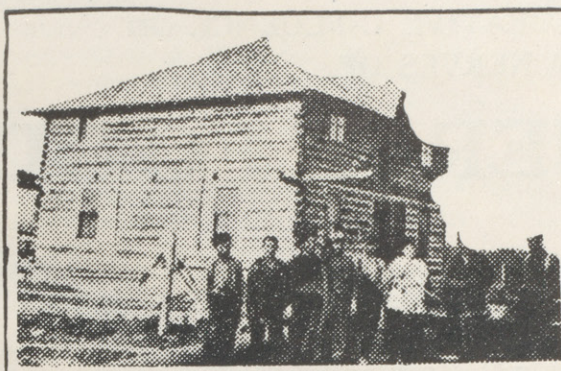
### Steady Nerves at Eighty Years

Mr. Nathaniel Hebb, Justice of the Peace, Blockhouse, N.S., writes:—"I am now eighty years old, and therefore cannot perform much active work outside of my office as I had been accustomed to do in years gone by, and in consequence am inclined toward constipation. For years past I have had to use something to keep my system in order. I found the ordinary kind of pills too active, but Dr. Chase's Nerve Food gave me the amount of action I required. I have been using them at times for a number of years with the most satisfactory results. Although I am eighty years old, I find I have as steady a hand for writing as I ever had, which is a surprise to myself as well as many of my friends. I give Dr. Chase's Nerve Food the credit for it, and often recommend it to others in similar circumstances."

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Farm buildings and fuel supply of peat of Russian settlers in southern Manitoba



A personally conducted C.P.R. land party arriving at St. John, N.B. from England

In pre-war days immigration flowed toward America from the four ends of the earth. This tide was dammed by the war and its resumption retarded by after-war conditions. Canada erected legislative barriers as to quantity, quality and kind.

Canadian leaders now declare that so far as Canada is concerned, the barriers must be raised and immigration encouraged. Lord Shaughnessy, under whose administration as its president, the Canadian Pacific Railway performed miracles of colonization and development for Canada, says: "We must have immigration. We have had very little since 1914. On the contrary, I am afraid we have lost somewhat. Then, after the war, the natural feeling that grew out of the war encouraged the placing of restrictions on immigration that have been most disastrous in their re-

sults. We must have settlers from all over the world, not artisans, but men who will go out on our land, to our forests and to our fisheries and help to develop these resources. There must be an insistent demand upon Parliament to pass legislation that will open the doors to them to a reasonable extent and will permit them to come in."

No man in Canada knows better than Lord Shaughnessy what the immigrants of various countries have contributed to the Dominion's wealth and welfare. There are

thriving colonies of Ukrainians, Poles, Hungarians, Swiss, Dutch, Scandinavians and Welsh, in addition to many of these nationalities that have been merged into mixed communities. Between 1900 and 1915, Canada absorbed 256,942 immigrants from the Central Powers and less than 100 have come in during the succeeding years. Canada realizes the value of worthy immigrants, no matter whence their origin, and the first steps are being taken to open her gates to all such.



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### GREEN TEA

A Revelation in Green Tea. Pure, translucent and so Flavoury.

### Alcohol and the Almighty Dollar

(Toronto Globe.)

Uncle Sam has come to the official conclusion that Uncle Sam cannot profitably operate a trans-Atlantic passenger service unless grog is on sale the minute a steamer gets three miles away from the Statue of Liberty. Other lines attract custom by the sale of liquor, admits the U. S. Shipping Board, and therefore the sale of liquor will be conducted on ships flying its flag as long as they are far enough out at sea so that the watchers on land cannot see their lucrative breach of the spirit of the American Constitution. "The life and security of our national merchant marine depends upon it," declares Chairman Lasker.

Canadians have been asked to bow their heads in shame because United States smugglers are able to run liquor from certain provinces of the Dominion into certain states of the Union. When the United States Government confesses that it is prepared to violate its own prohibition enactments rather than surrender an Almighty Dollar, it becomes a little harder to persuade Canadian citizens that because of their Federal laws they are not worthy to look their neighbors straight in the eye.

### In Kansas City

Daniel Duffy and L were walking along Main street when Father Foy went by. We raised our hats. I said, "Father Foy is a wise and learned man." "Sure he is a learned man," responded Daniel. "Don't you and I tell him all we know!"

### Josh Billings' Free Tickets

Honesty iz like 7 per cent. interest, it will beat all kind of speckerlashuns in the long run.

If a mule kiks me the sekond time, I allwuss blame miself, and give the mule kredit for it.

It iz az hard work for a man to keep quiet who haz suddenly got welth or fame, az it iz for a bladder to keep still after it is blown up.

Pashunce iz ov more consequence to a skool-master than intellekt. No man iz fit for a skool-master who kant look upon muskeetoos az a blessing.

Arly impresuns are never lost, and while the katekism iz the hardest thing for a child to larn, it iz the hardest thing for them to forgit.

### Privileged Haddock

With the ending of Government control over the railways a very considerable reduction in fares is anticipated. The new policy of the companies is to be a wooing and not disconcerting of traffic, whether it be that of fish, minerals or passengers. There will be less occasion for the "grouse" of an old Scotch woman who heard a gentleman ask a station master in Fife why the train was so late. The answer was: "It has to wait to let the fish train through."

"Fegs," she exclaimed. "Ye get nae consideration on this line unless ye happen tae be a haddie!"

### Nerves

"You don't know how nervous I was when I proposed to you."

"You don't know how nervous I was until you did."



### St. Louis Brewer calls U.S. Biggest Bootlegger in the World

Charging that the U. S. is "incomparably the biggest bootlegger in the world," a letter written by Augustus A. Busch, president of Anheuser Busch, Inc., while en route to Europe aboard the steamship George Washington, and which has been forwarded to President Harding, was made public at St. Louis, together with an accompanying letter by Adolphus Busch III., his son. A third letter by Anheuser Busch, Inc., addressed to members of Congress requests an investigation of the enforcement department of the Government in relation to the Prohibition Act.

#### Wettest on the Ocean.

The letter of August. A. Busch, addressed to his associates, says in part:

"We are now approaching the coast of France. As this vessel is operated by the U. S. Shipping Board, I was amazed to learn that the Shipping Board vessels are the 'wettest on the ocean.'

"I learn that passage on these ships has been sold with a positive money-back guarantee that the bars for the sale of intoxicating liquors will be thrown wide open as soon as they pass outside the three-mile coast line.

"This makes the U. S. incomparably the biggest bootlegger in the world.

#### Forced by Public Opinion.

"I understand that the Shipping Board has brought to the notice of high officials of the Government the fact that it could not compete on the high seas with the ships of other nations and obey the constitution and the Volstead Act. And either by direct or indirect means the Shipping Board is permitted to do in the dark that which it is illegal to do—in order that it may make money.

"The fact that citizens of the U. S. would not buy passage upon ships of the U. S. so long as the Volstead Act was operative upon these ships gives us a real sentiment of a considerable part of the American people with respect to prohibition."

The letter of Adolphus Busch III., which accompanied the letter of his father to the President, written from St. Louis, under date of June 8, encloses a copy of the wine list enumerating intoxicating liquors of every character.

### Calls U.S. Boats Bootleg Scows "Pussyfoot" Johnson Made Ashamed of His Country by Conditions.

William E. ("Pussyfoot") Johnson gave out a statement recently in which he attacked the policy of the United States Shipping Board in allowing liquors to be sold aboard its boats.

"During the past three years," he said, "I have made many trips across the Atlantic. I always travel on British or French liners. I will not ride on American bootleg scows. I don't regard such ships as being safe to travel on.

"All over Europe this scandal of American Government vessels engaging in the illicit sale of liquor is thrown into the faces of Americans. I am tired and sick of it. It makes me ashamed of my country."

### The Old Printer

A printer stood at his case one night, in his office dark and drear,  
And his weary sight was dim in the light of the mouldy lamp hung near;  
The wintry winds were howling without, and the snow fell thick and fast,  
But the printer, I trow, shook his locks of snow, and laughed at the shrieking blast;  
He watched the hands of the clock creep round, keeping the time with his snail-like tick.  
And he gathered the type, with a weary click, in his old rust-eaten stick.

His hairs were white as the fallen snow, and silently, day by day,  
He helped them with grief, like the Autumn leaf, one by one passing away,  
Time had cut with his plough furrows deep in his brow, his cheek was fevered and thin,  
And his long Roman nose could almost repose its end on his gray-bearded chin;  
And with fingers long, as the hours stole on, keeping time with the clock's dull tick,  
He gathered the type, with a weary click, in his old rust-eaten stick.

For many long years, through joys and through tears, that old printer's time-battered face,  
So ghostly and lean, night and morn has been seen, earnestly bent o'er his case;  
In a few more years Death will lock up his form, and put it to press in the mould.  
And a stone o'er the spot, where they laid him to rot, will tell us the name and how old;  
And his comrades will light that old lamp at his case and list to the clock's dull tick  
As they set up his death with a solemn tick, in his old rust-eaten stick.

#### Safety First

Hub—If the woman is such a confirmed gossip why do you spend so much time visiting her?

Wife—Because I know that when she is talking to me she isn't talking about me.

One evening at the Authors' Club, New York, Lieutenant Walker, of H.M.S. Vindictive told us of the blocking of Zeebrugge Harbor, in which he lost his left arm. The feat was bold, well thought out, and a success. He added, "Warships are well designed for strength, speed and efficiency, but the fact that men must live in them for years together does not seem to have entered the heads of their designers. I spent four years in the Vindictive, all boring and irksome, especially the second and fourth years. Passenger steamers, of short runs, have each several big recreation rooms. Warships, cruising for months at a time, have no recreation rooms at all."

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**I**N Canadian retail business the Simpson organization looms out above the skyline. Great Mail Order houses in Regina, Toronto and Halifax supply the multifarious demands of Canadian citizens from East to West. The Simpson Store in Toronto is distinguished for the comfort and refinement of the shopping facilities it provides, the high standard and variety of its merchandise and the conspicuous values presented in its daily selling programmes.

Believing that "people do not always buy Price, or Atmosphere or Reputation but that they do buy that thing in which Satisfaction is inherent," Simpson merchandise carries a guarantee of Satisfaction.

Service which maintains foreign offices and sends buyers into all the markets of the world, Quality represented in Commodities selected by

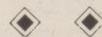


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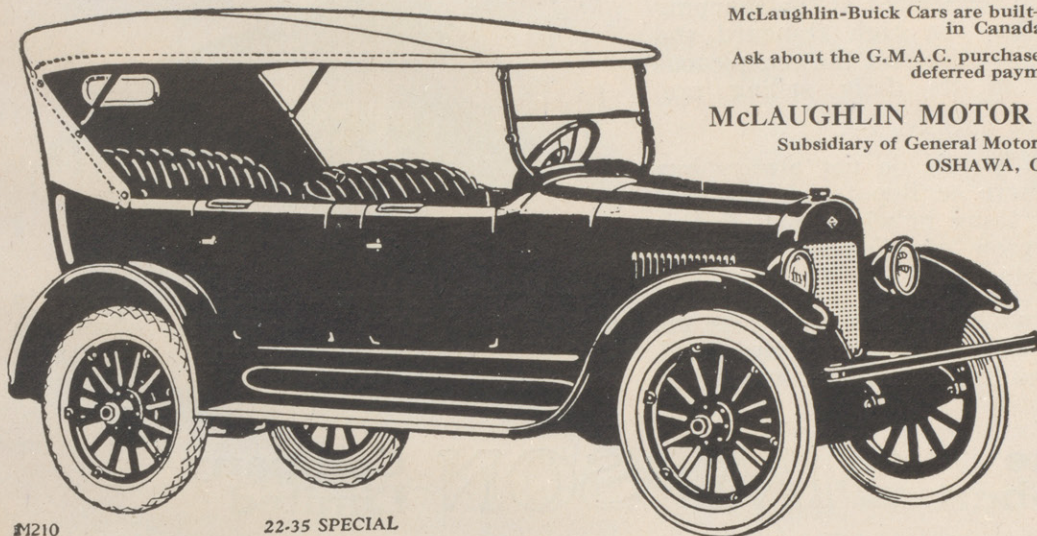




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Regardless of price, there is no better value than the new McLaughlin-Buick "Master-Four"—which is the Four of other years built to modern standards.

The unstinted praise of previous Fours is now being given to our new "Master-Four"—built in four body styles TOURING, ROADSTER, SEDAN, COUPE.



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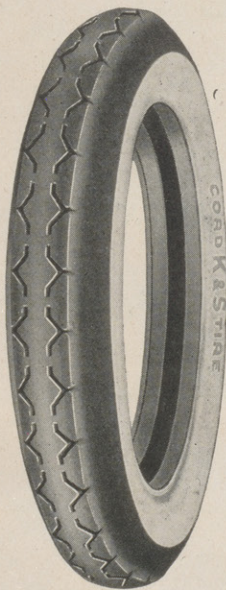
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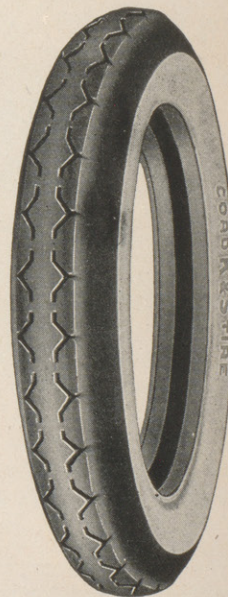
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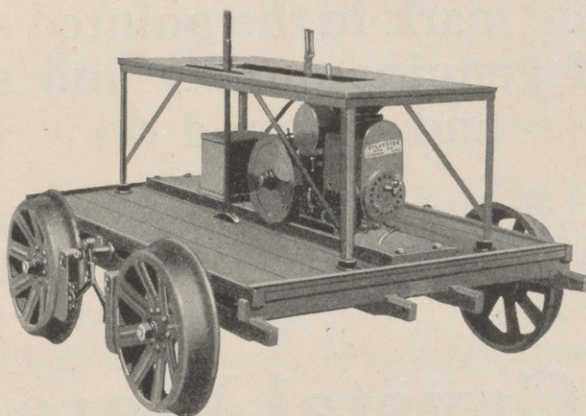


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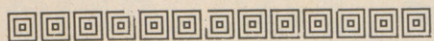
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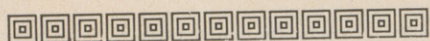
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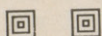
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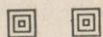
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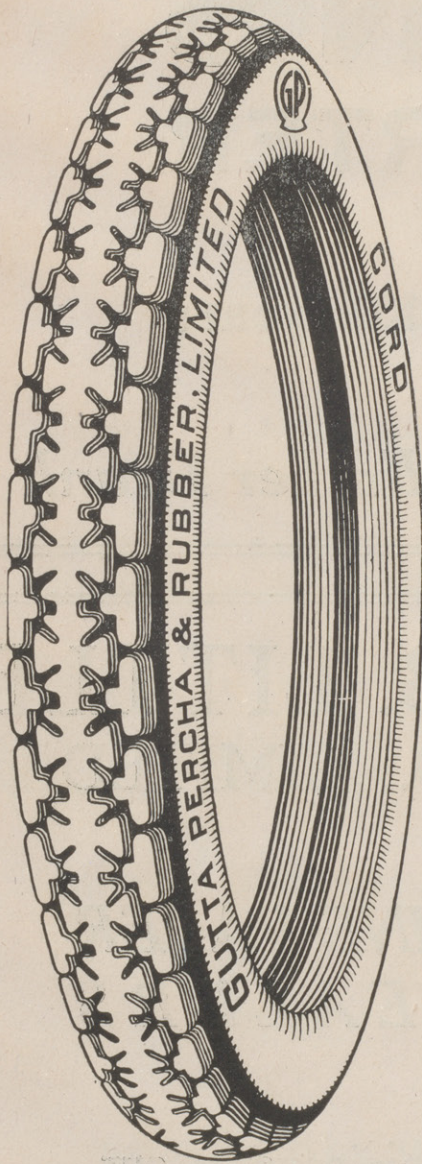
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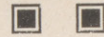


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